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# Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 119 MAY, 1964

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## New Survey Fleet Planned

### PRESENT FORCE 'STRETCHED TO THE LIMIT'

THE Royal Navy is to have a new Surveying Fleet and three new ships, of merchant ship design and similar in many respects to the Royal Research Ship *Discovery*, have been ordered to take over from the "Cook" class ships—the *Cook*, *Dalrymple*, *Dampier* and *Owen*—for work in the deep oceans. The "Cook" class are all modified frigates of the "Bay" class. These four ships were all laid down in 1944, launched in 1945 and completed in 1948, 1949 and 1950.

Although the new ships are designed for deep water oceanographical and hydrographic work, they will also be capable of surveying in coastal waters and are to carry two large launches for independent inshore and harbour surveying operations.

With a large range and endurance it is anticipated that the ships will have an overall length of 260 ft. a beam of 49 ft. and a draught of 15 ft. The displacement will be 2,800 tons. Their complement will be 19 officers and scientists and 98 ratings.

Living conditions will be to a high

standard, the ships being air-conditioned throughout and with amenities such as library, canteen, laundry, cinema, sickbay and with large storerooms, electrical, engineering and shipwright workshops, the new ships will be capable of operating independent of shore support for long periods.

In his annual report the Hydrographer of the Navy (Rear-Admiral E. G. Irving, C.B., O.B.E.) states that the unending task of charting the seabed at home and overseas, and new additional tasks, including oceanic exploration made necessary by the development of nuclear submarines and the increasing numbers of super tankers, have "stretched to the limit" the present fleet of survey ships.

#### SMALL CRAFT

Two coastal minesweepers, the *Edderton* and *Sullington*, are being adapted for survey work around the United Kingdom, and they will come into service shortly. They will be renamed the *Myrimdon* and *Mermaid* respectively.

The survey motor launches, *Meda* and *Medusa*, which work out of Portsmouth and Devonport are due to be replaced. Conversion work on two inshore minesweepers, which will take over from them, begin this year.

The Hydrographer also states that six new coastal survey craft to work in pairs on hydrographic tasks overseas are to be built.

#### SCOTT TO PAY OFF

H.M.S. *Scott*, the oldest of the existing survey ships, laid down under the 1937 Estimates and completed in July, 1939, is to pay off.

## Petty Officer Killed at Whale Island

WHILE a portable wooden dance floor was being moved from the sailing centre in Whale Island to a drill shed, Petty Officer E. W. T. Wilson, in charge of a group of men of H.M.S. *Excellent*, was crushed and killed.

At an inquest at Portsmouth the coroner was told that the floor sections, about 12 ft. x 12 ft., and "fairly heavy" were being lifted off a transporter wagon. Three sections had been stacked against the drill shed and the fourth was being placed with them when it fell back, trapping Petty Officer Wilson between the transporter and the section.

All four sections fell, the five men lifting the last section being thrown against the transporter.

The coroner, recording a verdict of "Accidental death," described the accident as "a sad and most unfortunate case."

## THE ALBION RETURNS HOME



Helicopters and transport ranged on the deck of H.M.S. *Albion*  
(Story of commission is on page 9)

## Cook charged with murder

AN 18-year-old cook in H.M.S. *Bulwark* has been charged with the murder of another cook from the same ship and is to be tried by court-martial at Singapore early this month. It has been stated that the dead man received a knife wound on March 20 when *Bulwark* was in transit through the Suez Canal and died on March 29.

## Boyd Trophy presented

THE Boyd Trophy—a silver sword-fish aeroplane—awarded each year for the most outstanding contribution to naval aviation, and named after Admiral Sir Denis Boyd, the first Admiral (Air), was awarded to No. 846 Squadron of H.M.S. *Albion*.

Admiral Boyd flew from Portsmouth to the commando ship, anchored at Spithead, to make the presentation, on April 15, when the ship returned after an exciting and arduous 18-month commission.

The award was received by Lieut.-Cdr. D. Burke, M.B.E., R.N., the squadron's commanding officer. The

squadron is composed of six Whirlwind helicopters, manned by 13 officers and 50 ratings.

The citation reads: "Before the squadron had time to complete a proper work-up, the Brunei crisis erupted, and on December 15, 1962, the squadron was committed to operations in Borneo. In the following six months, in arduous conditions of tropical rain, high temperature and excessive humidity, and in spite of an almost complete lack of normal servicing facilities, the squadron flew some 2,000 operational sorties over dense jungle. It was operating entirely on its own, from primitive shore bases, frequently unsupported by H.M.S. *Albion*."

"The remarkable achievements of this small squadron were made possible only by the outstanding skill, determination, courage and devotion of all personnel in the squadron."

## NAVY DAYS WILL SOON BE HERE

NAVY DAYS will be held at Rosyth Navy Base this Whitsun, when the public will be able to see a variety of H.M. ships and naval displays. The base will be open on May 16 and 17.

Plymouth and Portsmouth will hold their Navy Days over the August Bank Holiday period, August 1, 2 and 3.

At Portland there will be no Navy Days at Whitsun this year, but instead ships there over the August Bank Holiday week-end will be open to the public.

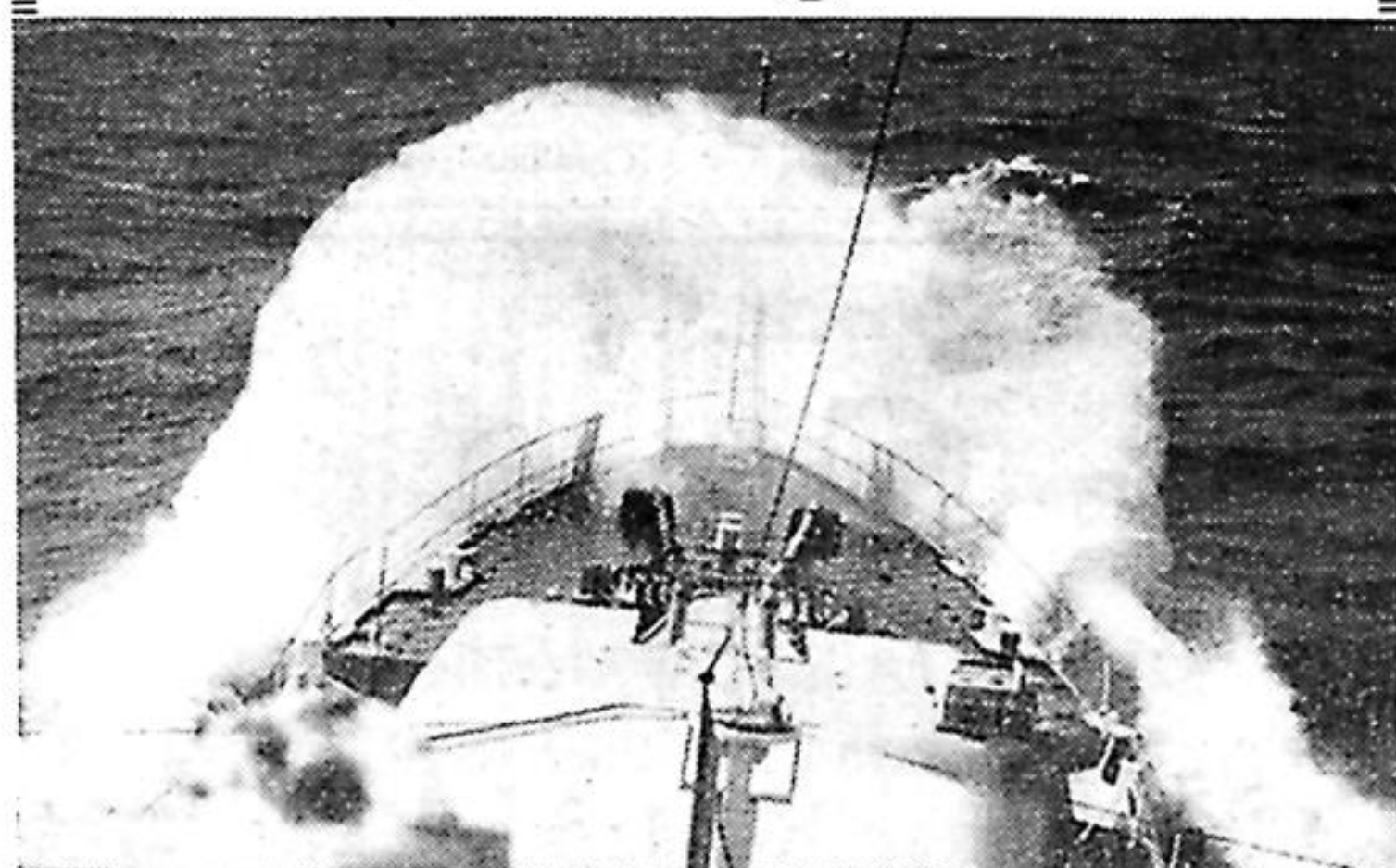
## Last 'Tribal' commissions

H.M.S. *Zulu* (Cdr. R. I. L. Pearse, R.N.) commissioned for service at the Govan, Glasgow shipyard of Alexander Stephen and Sons Ltd., on April 16.

Present at the ceremony were the Flag Officer, Scotland and Northern Ireland, Vice-Admiral Sir Arthur R. Hezlet, K.B.E., C.B., D.S.O., D.S.C., and some members of the ship's company of the previous *Zulu*—one of the famous "Tribal" class destroyers which was lost during the Second World War.

The *Zulu* (2,500 tons), the last of the present class to complete, is equipped with two Seacat close-range missile systems and a Wasp anti-submarine helicopter. After working-up in home waters, she will join the 9th Frigate Squadron east of Suez.

## The 'Roaring Forties'



H.M.S. *Jaguar*, the "Leopard" class anti-aircraft frigate, in the "Roaring Forties." Articles and more pictures are on page 9

above all  
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BRITAIN'S OUTSTANDING CIGARETTE



## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

## EDITORIAL

**T**HE immense distances covered by H.M. Ships during their commissions are indications not only of the way the Royal Navy is stretched over the waters of the globe, but of the hard work of the ships' companies in general and of the engine room departments in particular.

Initially, of course, the designers and builders must take credit for the way the machinery stands up to the hard wear and tear of modern naval running, but even the best designed and built machinery will fail unless it is maintained and cared for, and to the naval dockyardmen and those officers and ratings in ships lies the ultimate responsibility for the sea-going efficiency of the ships.

A quick glance at "Navy News" for the past three or four issues reveals that H.M.S. Lion has steamed over 50,000 miles in one year. Ashanti (despite troubles which, possibly, are inherent in a new class, and she was the prototype of her class), steamed 62,000 miles from the time she left her builders in November, 1961, to December, 1963. Numian sailed 30,000 miles in eight months. Albion 85,000 miles in seven months and Victorious 50,000 miles from August, 1963, to April, 1964. Llandaff steamed 100,000 miles in a two-year commission.

These are vast distances and reflect great credit on the engine-room staffs. These are not isolated cases. Virtually every ship in the Royal Navy is now running thousands of miles each year more than was the custom.

There is no need to point out how these huge distances could be reduced if only the Royal Navy had a few more ships. But there is another side. The old recruiting posters used to say "Join the Navy, and see the world." Those in the Royal Navy today are certainly doing just that.

In the days between the wars a two-and-a-half-year commission in the Mediterranean, when the sailing orders stipulated "Proceed at economical speed" or even "Proceed at most economical speed" meant that only a few thousand miles were covered, but a comparatively short commission these days often means that today's sailor sees much more of the world than his predecessors.

For those who love the sea and the Royal Navy the present days are "just the job."

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## The sinking of Abdiel

**SIR**—In reply to "Mick" Myers, of H.M.S. Jervis, whose description of the sinking of H.M.S. Abdiel was at variance with that of Capt. H. F. Waight, may I, who, as coxswain of the cutter from H.M.S. Aurora passed the bows of H.M.S. Abdiel only minutes before she blew up, offer an explanation of what I witnessed.

She certainly was not alongside but swinging at a buoy, and the explosion lifted our boat with such a force as if we had been hit by a huge log. Almost immediately a searchlight streaked out to show the sad sight of Abdiel broken in half with bow and stern up out of the water.

Aurora was anchored further out, and I was ferrying men from the Airborne division, and equipment, ashore. We understood Abdiel was also loaded with Airborne men, light guns and jeeps, and was nearer in shore because she was so heavily laden and was awaiting Italian tugs, which had not arrived, to take off her cargo.

In Aurora we were under the impression that in swinging with the tide she had come in contact with a mine—this may or may not be true.

The precise time was just after midnight: we were doing four hours about and I was due to be relieved. Yours, etc., E. M. KING, Basingstoke.

**SIR**—When Abdiel was sunk at Taranto I was serving as a Stoker Petty Officer in the old "V" and "W" class destroyer, Wishart. She was temporarily attached to the same flotilla as Jervis and was, by far, the oldest ship in the Taranto Force, being of

1918 vintage. Next oldest was the Penelope, built in 1936. That probably explains why Wishart, not Jervis, was the first ship into Taranto. After all, she was more expendable.

We were anchored not far from Abdiel, at immediate notice for steam. I had the middle watch in "A" boiler room, when there was a loud under-water explosion, and we were informed by the E.R.A. in the engine room that Abdiel had been hit. Wishart got under way to look for survivors in the dark. We all assumed that the explosion was the result of a limpet mine attack.

Between September 3, 1939, and September 2, 1943, H.M.S. Wishart logged exactly 250,000 miles, beating Fury by two days. Yours, etc., D. TAYLOR, H.M.S. Daring.

**SIR**—Mr. Myers has raised an interesting point in connection with the loss of H.M.S. Abdiel on September 9, 1943, but I believe that the actual facts approximate to those mentioned by Capt. H. F. Waight.

I have no direct knowledge of the incident but the book "Secret Naval Investigator," published in 1961, describes the author's experiences in tracking down enemy mines, bombs and torpedoes during the war. He—Cdr. F. Ashe Lincoln, R.N.V.R.—mentions Abdiel's sinking and attributes it to the use of objects which he found in a Naval magazine ashore in Taranto. These were like large wheels with separate compartments containing depth charges. Time

(Continued in column 4)

## PENSION INCREASES

**SIR**—I was most interested in your editorial in the April issue. There are lots of people who read of pay and pension increases for the Services when details appear in the national Press, and they seem to have the idea that it applies to all and sundry. I have had it said to me: "Oh, I see you are getting another increase on your pension," but I just give a shrug of the shoulders and pass it off.

Of course we cannot all serve at the same time, and no one would begrudge whatever increase to the later joiners, but I do feel that some proportion of the increase should be made to those discharged earlier for, as you remark, every one of us is a taxpayer to the cause.

You mention pre-war days when the pension was, say, £2. Well, I wonder, if a rating was ever on a £2 weekly pension? My own pension as a C.P.O. is a mere 33s. 6d. a week, and I was pensioned in 1949, with 22 V.Gs. for character and "Supr" for efficiency. I'm sure a blackguard's pension must be double that of mine at the present rate.

(Continued from column 3)

clocks were fitted to explode the charge at a pre-determined period of from 15 minutes to 24 hours. This in turn exploded surrounding charges totalling approximately 2,000 lb. of high explosive.

Several of these wheels were sunk around buoys in Taranto harbour before the German withdrawal, which would tie in with the fact that Abdiel was moored at a buoy for 12 hours before the explosion at midnight. There was no doubt in the author's mind that one of these implements was responsible for Abdiel's loss, including about 600 paratroops. Yours, etc., R. LUMLEY, Plympton.

However, it is very nice to know that someone is keeping these things in mind. Maybe, one day, something might be forthcoming in the matter.—Yours, etc., A. C. CHAMBERLAIN, Bushey.

**SIR**—I would like to congratulate you on your Editorial in the April issue of "Navy News."

I am sure that my own case is typical of many thousands who joined the Royal Navy during the twenties and who were discharged to pension in the period 1945-50.

Reviews of service pensions were long overdue at this time, and pensions awarded were a mere 10 per cent. higher than those awarded after the First World War.

Service pensions have lost over 60 per cent. of their purchasing power. The 1944-47 Pension Act, and all Acts previous to this, call for revision. A 100 per cent. increase would help to bring these pensions into line with true values.

I have recently received a communication from the Principal Director of Accounts informing me that my long service pension has been increased by 2s. 11d. per week. This is an age increase as I am now 55 years old. I submit that this paltry sum is a very poor reward for my 15 years on the unpaid reserve. Yours, etc., K. W. H. SMITH, Camberley.

## DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

No. 848 Squadron, May 7, at R.N. Air Station, Culdrose, Home Sea Service followed by Foreign Service. Wessex. For H.M.S. Albion.

H.M.S. Albion (Commando Ship), May 14, at Portsmouth, for Home Sea Service, Foreign Service from date of sailing (Far East), U.K. Base Port, Portsmouth (C).

H.M.S. Carysfort (Destroyer), May 14, at Gibraltar. Commissions for General Service Commission, Home/Med. / Home / Med. 27th Escort Squadron. U.K. Base Port, Devonport (A).

H.M.S. Eagle (Carrier), May 14, at Devonport, General Service Commission Home/East of Suez. U.K. Base Port Devonport.

H.M.S. Kirkliston (C.M.S.), May, at Portsmouth, for Home Sea Service. 1st M/H. Squadron. U.K. Base Port, Rosyth.

No. 829 Squadron (Galatea Flight), May 26, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Puma (A./A. Frigate), May 28, at Portsmouth for trials. General Service Commission. May 28, Home/South Atlantic and South America/Home/S.A. & S.A. 7th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Russell (A./S. Frigate), May 28, at Rosyth for Home Sea Service. U.K. Base Portsmouth (C).

H.M.S. Dampier (Surveying Ship), June 1, at Singapore, Foreign Service (Far East) (C).

No. 829 Squadron (Euryalus Flight), June 1, at R.N. Air Station, Culdrose. Home Sea Service, followed by Foreign Service. Wasp.

H.M.S. Lofoten (Helicopter Support Ship), Early June at Devonport. Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Protector (Ice Patrol Ship), June 3, at Portsmouth. General Service Commission, Home/S.A. & S.A. (British Antarctic Territories). U.K. Base Port, Portsmouth.

H.M.S. Troubridge (A./S. Frigate), June 12, at Malta for trials. General Service Commission, August 17, Home/Med./Home/Med. 27th Escort Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Owen (Surveying Ship), June 17, at Devonport for General Service Commission, Home/East of Suez. U.K. Base Port, Devonport.

H.M.S. Plymouth (A./S. Frigate), June 17, at Devonport. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Diana (Destroyer), June 17, at Devonport. Foreign Service (Phased). Far East. 24th Escort Squadron.

H.M.S. Cambrian (Destroyer), June 17, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 29th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Chichester (A./D. Frigate), June 17, at Chatham. General Service Commission, Home/East of Suez/Home/East of Suez. 29th Escort Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, June 19, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron (B).

H.M.S. Messina (L.S.T.) and No. 5 Assault Squadron, June 19, at Gibraltar for Foreign Service. Middle East. Amphibious Warfare Squadron (B).

H.M.S. Relentless (A./S. Frigate), June 24, at Rosyth. General Service Commission, Home/East of Suez/Home/East of Suez. 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Blackwood (A./S. Frigate), June, at Rosyth, L.R.P. Complement.

L.C.N. 63, June, at Bahrain. Foreign Service. Middle East. Amphibious Warfare Squadron. (Under consideration.)

H.M.S. Llandaff (A./D. Frigate), June at Devonport. L.R.P. complement.

H.M.S. Cavalier (Destroyer), at Gibraltar, June. L.R.P. complement.

Local Foreign Service.

H.M.S. Nubian (G.P. Frigate), July 8, at Portsmouth. General Service Commission, Home/Middle East (Phased). 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

H.M.S. Delight (Destroyer), July 9, at Rosyth for trials. (To reserve on completion of long refit.)

H.M.S. Ursa (A./S. Frigate), July 21, at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Euryalus (A./S. Frigate), July 22, at Greenock. Home Sea Service. Foreign Service (Far East) from January, 1965 (tentative date). Capt. (D) 26th Escort Squadron on arrival on Station.

H.M.S. Myrmidon (Survey Craft), July, at Chatham. Home Sea Service. U.K. Base Port, Portsmouth (C). May be delayed.

H.M.S. Mermaid (Survey Craft), July, at Devonport. Home Sea Service. U.K. Base Port, Devonport. May be delayed.

H.M.S. Blackpool (A./S. Frigate), August 18, at Chatham for trials. General Service Commission, December 17 (tentative date). Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Devonshire (G.M. Destroyer), August 20, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Shoulton (C.M.S.), August, at Portsmouth. Home Sea Service. Transfer to Vernon Squadron and transfer to 3rd M/S Squadron, April, 1965.

H.M.S. Badminton (C.M.S.), August, at Devonport. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Clarbiston (C.M.S.), August, at Devonport. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Undaunted (A./S. Frigate), end August at Chatham. L.R.P. complement.

H.M.S. Jaguar (A.A. Frigate), September 8, at Chatham. General Service Commission (Phased). Home/S.A. & S.A./Home/S.A. & S.A. 7th Frigate Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Tartar (G.P. Frigate), September 8, at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Meon (L.S.H.), September 11, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron (B).

No. 820 Squadron, September 23, at R.N. Air Station, Culdrose. General Service Commission. For H.M.S. Eagle, Wessex.

H.M.S. Iveston (C.M.S.), September, at Devonport. Home Sea Service. 1st M/H Squadron. U.K. Base Port, Rosyth.

H.M.S. Appleton (C.M.S.), October 9, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron (E).

H.M.S. Flockton (C.M.S.), October 9, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron (E).

H.M.S. Parapet (L.C.T.), October 16, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron (F).

H.M.S. Eskimo (G.P. Frigate), October 21, at Portsmouth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

No. 829 Squadron, Nubian Flight, October 21, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Kemerton (C.M.S.), October 23, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron (E).

H.M.S. Chilcompton C.M.S.), October 23, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron (E).

H.M.S. Palliser (A./S. Frigate), October 27, at Rosyth for trials. Home Sea Service Commission January 5, Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Hubberton (C.M.S.), October, at Chatham. Local Foreign Service. 6th M/S Squadron (E).

H.M.S. Leopard (A./A. Frigate), October, at Portsmouth. L.R.P. complement.

(Continued on page 4, column 3)

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## Sheffield team wins the first prize

TO mark New Zealand Day a nationwide contest was organised by the New Zealand Lamb Information Bureau. Contestants were required to prepare and cook a crown roast of New Zealand lamb which was then to be photographed, the competition to be judged from the photograph. The competition was in two categories: (a) hotels and restaurants; (b) all other catering establishments.

H.M.S. Sheffield decided to enter under category (b) and its entry was the winner from about 40 entries from a wide range of industrial and institutional catering establishments. The Scottish Hotel School, Glasgow, was second and I.C.I., Durham, took third place.

Sheffield's winning entry, subsequently eaten with relish in the wardroom, was organised by Supply Lieut. R. J. Irwin, R.N., cooked by C.P.O.Ck(O) H. A. Croombs and Ldg.Ck(O) F. G. Hutchins, arranged for display by C.P.O.Sid. Fox and photographed and processed in colour by L.Air(Phot.) P. Ward.

### HIGH STANDARD

At a ceremony on board the cruiser on April 20, at which Capt. T. C.

Meyrick, D.S.C., R.N., the Senior Officer, Reserve Ships, Portsmouth, and Capt. W. L. F. Hughes, R.N., the Command Supply Officer, Portsmouth, were present, Mr. D. Hayward, of the New Zealand Lamb Information Bureau, presented awards to the winning team and congratulated them on the very high standard of their entry.

Cdr. J. P. M. Godber, the Supply Officer, Reserve Ships, Portsmouth, in introducing Mr. Hayward, said that Sheffield's entry was essentially a combined effort. The ship's battle honours board formed a background to the winning photograph; the Old English hand-written menu was produced by Std. Rogers, and it was a naval photographer who took the excellent picture. The silver plate for the excellent roast cooked and arranged by the ship's staff had been supplied by the Captain, and Cdr. Godber felt sure that the combination of "crown and anchor" went some way in achieving the prize.

(For the uninitiated a crown roast of lamb is loin of lamb, partially cut into equal portions and tied so that, when roasted, the portions open out and the resultant joint looks just like a crown. Suitably garnished, the crown roast looks and is delicious.)



Mr. D. Hayward presenting a framed diploma to C.P.O.Ck(O) H. A. Croombs, Capt. T. C. Meyrick, D.S.C., R.N., the Senior Officer, Reserve Ships, Portsmouth, is at the Chief Cook's left and on Mr. Hayward's right is Capt. W. L. F. Hughes, R.N., the Command Supply Officer

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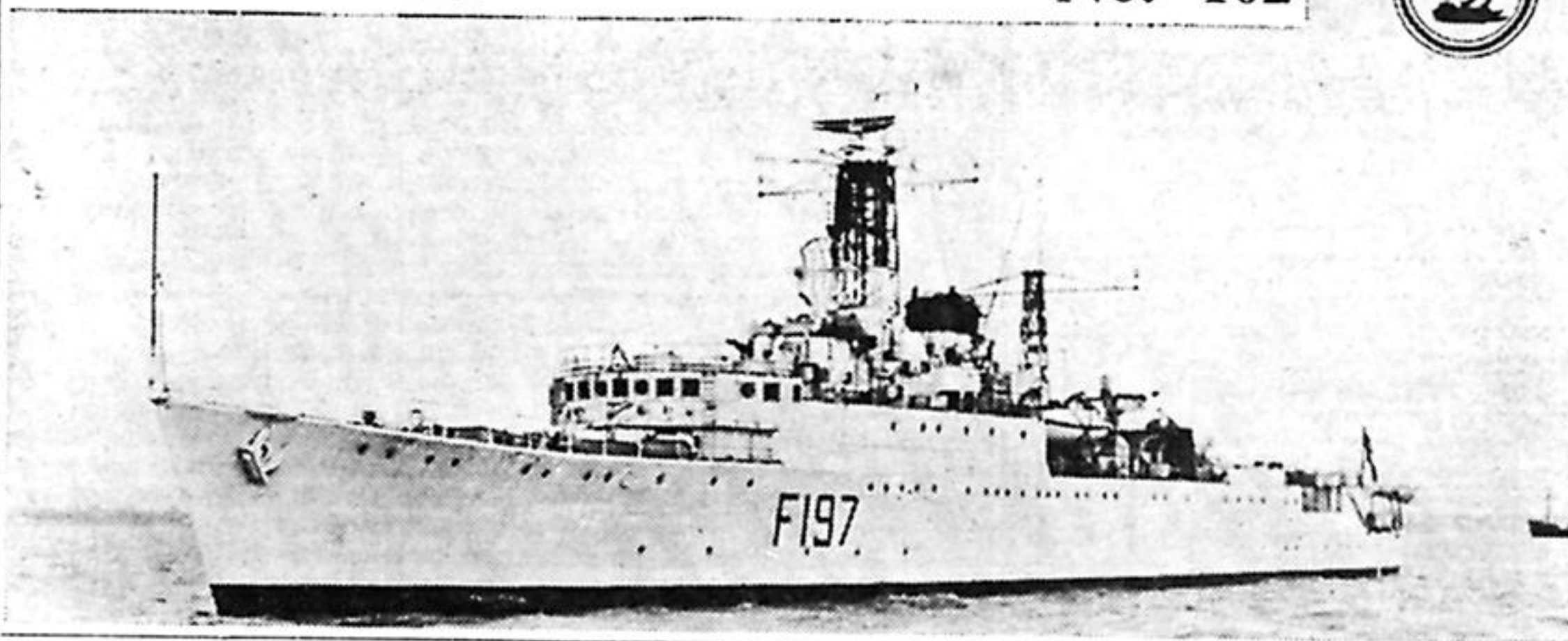


A member of the Boys' Brigade, Singapore, on a visit to the ship, tries out a "bone dome" for size

## SHIPS OF THE ROYAL NAVY

H.M.S. Grenville

No. 102



## Cumberland heads the list

SIR.—Reference the query in "Letters to the Editor" in the April issue regarding the number of days at sea at the beginning of the war, I am able to state that it was H.M.S. Cumberland, serving in the South Atlantic. Unfortunately I am not certain of the number of days, but I believe it was 154 days out of 159.

In an A.F.O. giving a list of the ships which had spent a considerable time at sea, H.M.S. Cumberland was stated to be top.

I served in this ship and we only entered harbour at Buenos Aires and at the Falkland Islands.

If this information is published I would greatly appreciate any reader knowing the present whereabouts of ex-C.Y.S. Robert Lionel Webb, who also served in H.M.S. Cumberland.

## APPLE CART UPSET

SIR.—Having served with the Fishery Protection Squadron for some time before joining submarines, I like to keep up to date with present developments and was interested to read your article about the squadron in the April issue of "Navy News," but one thing "upset the apple cart."

In 1958 the old Algerine mine-sweepers were replaced by the "Blackwood" class frigates as you stated, but the first frigate to change over from the Second Training Squadron was H.M.S. Russell, which did the first test run, so to speak, of ice conditions on that class of ship.

Also the ship had a most successful tour of duty—being called to the aid of several trawlers, one having an unexploded mine in her nets. There was also the attempt to bring out from the Greenland ice fields, an injured sealer. In this operation Russell was assisted by the United States Sec-Bees, who constructed a platform on the forecastle, on which was duly deposited one small helicopter. However, owing to the limited range of the helicopter the injured man was, unfortunately, stranded, being brought out eventually by the U.S.A.A.F.

As a result of Russell's tour of duty it was decided to strengthen the break of the forecastle to prevent undue working and strain. Yours, etc., J. C. CATHERALL, H.M.S. Dolphin.

## SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevon, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Darlington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Liandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Bordered, Agincourt and Leander.

H.M.S. Grenville was built by Messrs. Swan, Hunter & Wigham Richardson Ltd., between November, 1941, and May, 1943, as a destroyer, but has been fully converted to a Type 15 fast anti-submarine frigate.

Of 2,700 tons displacement (full load), the ship is 362 feet in length (overall) with a beam of 35 feet. Complement is just under 200. Armament is two 4-inch and two 40-mm. Bofors A.A. with two Limbo three-barrelled depth-charge mortars. Grenville is fitted with a helicopter platform aft.

The present ship is the fourth to bear the name, which commemorates Sir Richard Grenville (1541-1591), who is best remembered for his heroic fight in the Revenge against the Spanish fleet off the Azores in August, 1591. The first Grenville was named in 1763. The second was a flotilla leader of 1916, sold in 1931. The third was a destroyer of 1935 which was mined in 1940.

The ship's badge is derived from the crest of Sir Richard Grenville, being "A griffin gold upon a cap of maintenance proper" on a black field.

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# Salvage operations, ship repairs and convoy work kept Augusta busy

THE month of December, 1943, had been an extremely active one for the staff officers. Apart from the day-to-day services required for fuelling, watering, repairs and maintenance, service of divers, and salvage operations, the work entailed in organising convoys and providing escort vessels was colossal. There were, in addition, the minesweeping and extended patrol organisations. During that month the number of ships dealt with were: personnel ships, 23; hospital ships, 8; transports, 444; coasters, 127. Total, 602. Gross tonnage, 3,349,295; convoys sailed, 29; escorted groups, 12; independent sailings, 83. These figures were about average for the three months ended February, 1944.

The Mediterranean Drafting Pool Organisation was transferred to Taranto on December 31. The space vacated was used as a transit camp which held large numbers of ratings awaiting passage to the United Kingdom. Suitable transport for 800 to 1,000 was arranged about every fifth week.

During January, 1944, Operation "Bumper" was successfully carried out, which entailed the embarkation of 10,000 troops plus the Marine Organisation M.N.B.D.O.—500 naval ratings and 1,500 prisoners of war. The Marine Naval Base Defence Organisation provided anti-aircraft defence for Augusta.

The salvage party continued their excellent work. S.S. Ocean Virtue, which had been attacked so many times during salvage operations, had been refloated in readiness to be towed to the northern end of the harbour, where she would be used to provide storage for coal. With the aid of special grabs obtained from Syracuse, the salvage party assisted in the extinction of a fire which had been raging in one of the holds of s.s. Imperial Valley. With the aid of tugs Empire Minnow and Titania, with the salvage tug San Marco, the s.s. Refus W. Reham, aground in "Saline Cove," was refloated. Also repaired and refloated were M.F.V. St. Angelo (Italian), one steel lighter, and one M.F.V.; and three M.L.s. which had been sunk in the Terre Vecchie basin were removed.

## TIP AND RUN

The privately owned shipyard (Tringali) had been completely rehabilitated, and was working at full capacity. The slipways could take M.F.V.s., tugs, gunboats, M.L.s. and whalers. The turn-over of refits was highly satisfactory. The torpedo nets which the Italians had laid for the protection of deep-draughted ships had been removed by the boom defence vessels, Barfoil and Barcock, and re-laid outside the breakwater. It now became possible to berth 70 to 80 ships in the harbour, and about 10 between

baffle and breakwater outside the harbour. It was found that the holding ground, both inside the harbour and in the overflow anchorage, was poor, and in bad weather, ships dragged their anchors. Barfoil cleared away obstructions across the southern entrance, and had to assume the duties of gate ship at the northern entrance, whilst the gate ship was repaired. This was a most dangerous duty, as the "tip-and-run" raiders made every effort to bomb and sink a transport as it passed through the narrow entrance. A most unenviable position, which called for coolness and courage.

## MAIL DIFFICULTIES

The Fleet mail distribution was a very acute problem. A further request had been made for an experienced mail officer and adequate staff to deal with this very important welfare problem, which, in all theatres of war, should rank top of all welfare considerations, but my request remained unheeded. The volunteers, Lieut. Woodard, R.N.V.R., and his fire-fighting party, were doing a very good job, but, whereas the mails for H.M. ships could be dealt with reasonably, it was practically impossible to get the location of the hundreds of merchant ships, operating in the Middle East.

Neither Sea Transport, nor Ministry of Transport, would accept any responsibility for the delivery of this mail. At one time, mails were held for 500 merchant ships whose whereabouts were unknown. An average of 250 bags of mail were dealt with weekly, but as many as 1,000 bags had been handled during a five-day period. Mails were arriving from London, Malta, Alexandria, Cairo, Bougie, Bizerta, Djidjelli, and Algiers. Augusta had become the dumping ground for unwanted mail. But by sheer perseverance, many of the problems were overcome. Mails from the Fleet were dispatched daily by land, sea and air, and an average of 300 bags of parcel mail were dispatched monthly to the United Kingdom.

The civil population continued to

increase by influx from the surrounding villages. Food continued to be scarce, and the population did not appear to work. Stealing and pilfering were rampant. A raid was made on the N.A.A.F.I. store adjoining the post office, and many thousands of cigarettes stolen. Owing to the perseverance of the Naval Provost-Marshal, the ringleaders of the organisation were caught. In one case, a sentence of 12 months' hard labour which had been passed was remitted by A.M.G.O.T. after the man had served only one month. Corruption was widespread. The Army was rapidly moving out, and A.M.G.O.T. staff were being relieved by Italian officials, responsible for the civil administration. This change was to make it more difficult for the responsible officers of the Allied Forces.

## SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by  
Capt. H. F. Waight, O.B.E.,  
R.N. (ret'd.)

Thousands of the Italian Army appeared to be settling in Sicily after being demobilised, it would seem, prematurely, and the large number of Italian prisoners of war who had been accommodated in the two old forts in the harbour, Forte Garzie and Forte Vittoria, had been released, but retained in Augusta as a labour force. They constituted a great nuisance value; feeding them was a problem for the Army authorities. I persuaded the Army to feed the Italian naval contingent direct, thus relieving the base supply staff of the continuous complaints of the Italians regarding the quality and quantity of rations provided.

Life was rather harsh. Each day brought its own problems, but it was a pleasant interlude to entertain and accommodate even for a short time the many V.I.P.s. passing through. It was with a very great thrill of pleasure that I received early in January a signal which read: "To S.N.O.E.S.Y. (Capt. Waight) From Vice-Admiral Malta. The King has awarded you the O.B.E. (Mil.). Heartiest congratulations." This great honour brought me much happiness, because I felt that this award was as much for the officers and ratings as it was for me. It was a pleasure to realise that the great efforts

they had made, under very hazardous and arduous conditions, had been recognised, and I took steps to see that an opportunity was taken for a celebration.

Quite a number of Italian small craft, similar to whalers, had been collected from various ports, and, as coal supplies were now available, they proved to be a very useful form of water transport. These Italian vessels were berthed at night, with an anchor down, and stern secured to the jetty, and the Italian ensign remained hoisted throughout the night. British liberty-men landed in the basin, Terre Vecchie, adjacent to the naval base, had to pass this jetty.

## A RASH ACT

Apparently, some of the British ratings felt that it was an offence to their dignity for these ensigns to be left flying in the breeze, to indicate their equality with those who had recently been their victors. This led to what might have been a major incident. One of the seamen attached to the minesweepers, could not stand it any longer. He quietly boarded one of the Italian vessels, lowered the ensign and took it back to his ship. Early the following morning, I was visited by a very angry Italian naval officer, demanding the return of the Italian ensign, and for it to be rehoisted by a naval unit, with the appropriate salute, and an apology. This was a very tough demand which I did not appreciate, and I refused to admit liability. However, I called a conference with all the British commanding officers, and explained the circumstances. Not wishing for any officer or rating to be humiliated, I instructed the C.O.s. to make discreet inquiries on board their ships, and if the offender admitted his rash act to arrange for him to land and rehoist the ensign, under cover of darkness, and if the effort succeeded then the C.O. concerned was to take what disciplinary action he deemed necessary.

It was with great relief when visited again by the Italian senior officer, who stated that the ensign had been replaced, that I was able to disclaim any responsibility. Although the officer still demanded retribution, I persuaded him that it was more than likely that one of the vessel's crew had mislaid the ensign and rehoisted it when the opportunity occurred. So, once again, the face-saving action which I had taken saved the situation.

Towards the end of January and early February, I managed a visit to all the ports under my command, and found the work of rehabilitation well advanced, particularly at Messina, where I started my tour of inspection, taking in Reggio, just across the straits. The other ports, Catania and Syracuse, on the east coast, were able to cope with the many demands. Empedocle and Licata, although not required to take any active duties, were getting back to normal under the direction of a British naval officer.

## ITALIAN CRUISER DAMAGED

At Augusta, the large underground oil-fuel and diesel tanks had been repaired, and were now constantly in use. During the later part of February, owing to bad weather, quite a number of ships dragged anchor, and an oil barge broke adrift and sank at the boom entrance, but was quickly raised by the salvage party. The Italian cruiser Savola struck a mine, and entered Augusta under her own steam for repair.

It was fortunate that I had managed to inspect the ports under my control, because on a Sunday afternoon early in March I had a telephone call from Catania, and the voice said: "I am Capt. Maconochie, just arrived from U.K. to relieve you, please send car." On his arrival, he informed me that I was required to be ready to take over a port as N.O.I.C. covered by Operation "Overlord."

(To be continued)

## DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

H.M.S. Londonderry (A./S. Frigate), November 5, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), November 18, at Portsmouth. General Service Commission. Home/East of Suez/Home/Med. (Phased). 28th Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Sheraton (C.M.S.), November, at Portsmouth (tentative date). Local Foreign Service. 6th M/S Squadron (E).

No. 829 Squadron (Tartar Flight), December 2, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Caprice (Destroyer), December 3, at Rosyth for trials. General Service Commission, February 19, 1965. Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Gurkha (G.P. Frigate), December 10, at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth (B).

H.M.S. Triumph (Repair Ship), December 31, at Portsmouth. Service under consideration (C).

H.M.S. Daring (Destroyer), December, at Devonport for trials. (To Reserve on completion of long refit.)

H.M.S. Rhyll (A./S. Frigate), January 7, at Portsmouth. General Service Commission (Phased). Home/Med./Home/East of Suez. Capt. (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth (A).

H.M.S. Bastion (L.C.T.), February 5, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron (F).

H.M.S. Malcolm (A./S. Frigate), February, at Rosyth. L.R.P. complement.

H.M.S. Loch Fada (A./S. Frigate), February, at Singapore. Foreign Service (Far East) (Phased). 26th Escort Squadron (A).

H.M.S. Ulster (A./S. Frigate), February, at Devonport. For trials. Home Sea Service, April. 17th Frigate Squadron. U.K. Base Port, Devonport. (Dates tentative.)

H.M.S. Naiad (A./S. Frigate), February, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Lowestoft (A./S. Frigate), February 25, at Chatham. General Service Commission (Phased). Home/Med./Home/East of Suez. 23rd Escort Squadron. U.K. Base Port, Portsmouth (C). (A.)

H.M.S. Bronington (C.M.S.), March, at Rosyth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Kent (G.M. Destroyer), April, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Berwick (A./S. Frigate), April, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. Capt. (D). 21st Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Dido (A./S. Frigate), April, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez.

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\*For members of the W.R.N.S. the Pension is £149 a year.

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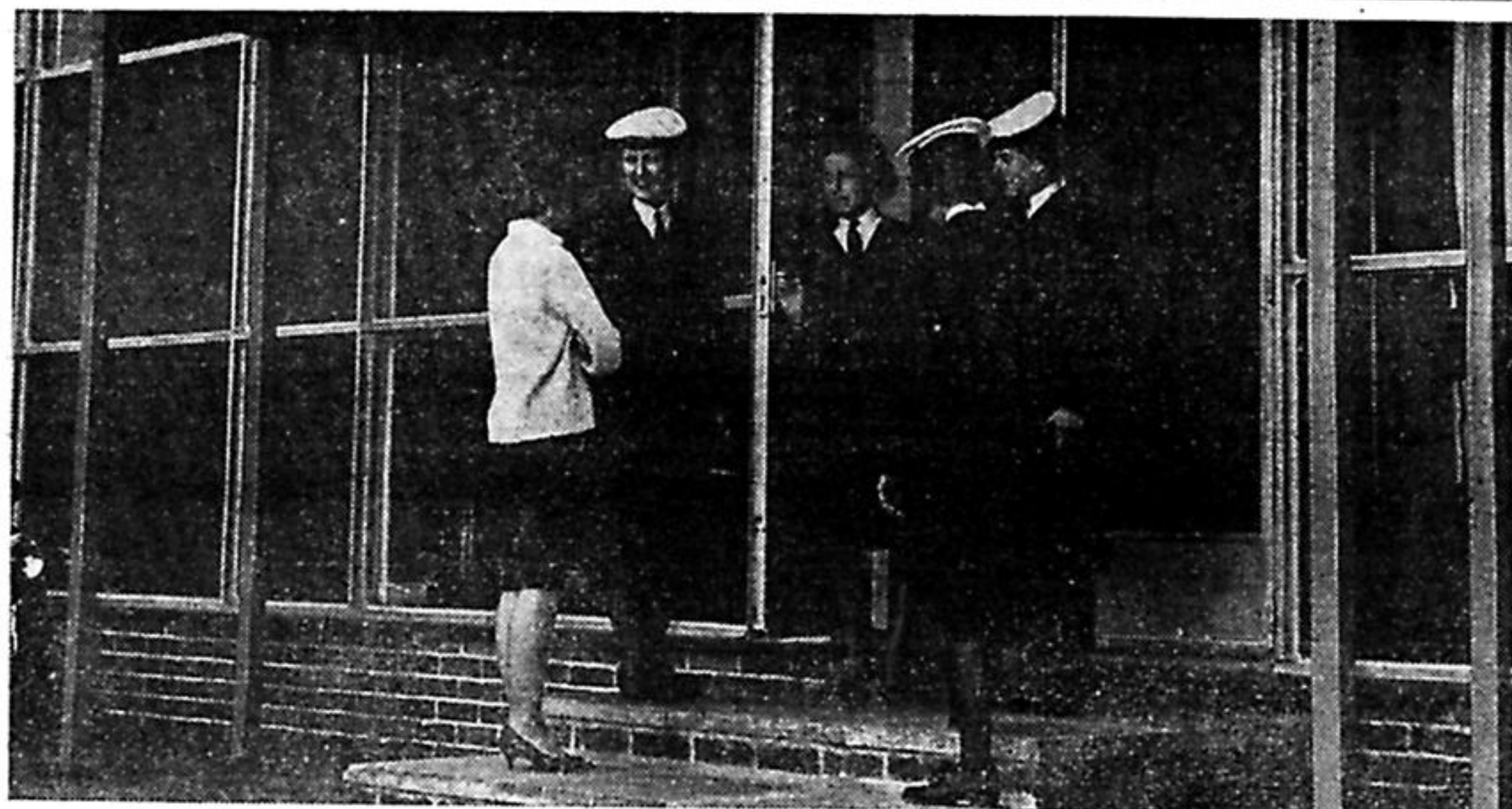
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A group of Wrens outside the junior ratings' entrance to the new quarters

## New Quarters for Wrens at Brawdy

MEMBERS of the Women's Royal Naval Service at the R.N. Air Station at Brawdy, Haverfordwest, Pembrokeshire, are now quartered in a comfortable and attractive new building, specially designed for Wrens, and constructed largely of glass.

The new quarters, officially opened by Commandant Dame Jean Davies, D.B.E., A.D.C., the Director of the Wrens, on April 9, has accommodation for 16 Chief Wrens and Petty Officer Wrens in single cabins and for 180 junior ratings in cabins for four.

The centrally heated building has a sick bay, hairdressing room, spacious laundry facilities, television and games rooms, lounge, handicraft and quiet rooms, with modern furniture throughout and extra amenities such as pictures, table tennis, hair dryers and other small luxuries provided through the generosity of the Nuffield Trust for the Forces of the Crown.

The Wrens' own description of their quarters on arrival is, invariably, "Fabulous."

The building was begun in June, 1962, and the first W.R.N.S. ratings moved in last December. Since the beginning of this year, the W.R.N.S. unit has been building up by large weekly intakes and now has a strength of 145.

Wrens at Brawdy are employed in a diversity of jobs in most departments on the station. They work on aircraft, repair radios, and work in stores and offices; there is a cinema operator, a dental surgery attendant, motor transport drivers, cooks and stewards and, in fact, representatives of most of the Wren categories and nurses of the Queen Alexandra's Royal Naval Nursing Service.

The Chief Commandant of the W.R.N.S., H.R.H. Princess Marina, Duchess of Kent, will be visiting the new quarters on May 19.

### In Memoriam

Lawrence Bellizzi, Bandsman, XMX704705, H.M.S. St. Angelo. Died March 13, 1964.

Peter James Hault, Ordinary Seaman, P/073218, H.M.S. Ajax. Died March 15, 1964.

Blair Gerrard Taylor, Ordinary Seaman, P/068981, H.M.S. Pellew. Died March 15, 1964.

Brian Malcolm Simms, Naval Air Mechanic A/EI, L/064298, H.M.S. Heron. Died March 22, 1964.

John Eric Slack, Assistant Cook, P/063951, H.M.S. Bulwark. Died March 29, 1964.

Lieut. Kenneth Moreton, Royal Navy, H.M.S. President. Died April 1, 1964.

Acting Petty Officer, Geoffrey Orgill, D/JX661564, H.M.S. Echo. Died April 1, 1964.

Acting Leading Seaman Frank Brian Dunham, P/J94002, H.M.S. Echo. Died April 1, 1964.

Acting Sub-Lieut. Gerald Ellis, Royal Navy, H.M.S. Victorious. Died April 2, 1964.

Engineer Lieut.-Cdr. Joseph Ralph Monahan, Royal Navy, H.M.S. Orion. Died April 3, 1964.

## Zeebrugge Veterans return to the Mole

A PARTY of Royal Navy and Royal Marine veterans made a sentimental journey on April 25, when the frigate H.M.S. Londonderry took 35 of them from Dover to Zeebrugge, where so many medals for gallantry were won and where so many of their comrades fell during the famous First World War raid.

The visit marked the 46th anniversary of the Zeebrugge Raid, in which 11 Victoria Crosses were won in the two-and-a-half-hour action.

All the members of the Zeebrugge (1918) Association who attended the anniversary ceremonies took part in the sea bombardment and assault on Zeebrugge on St. George's Day, April 23, 1918. Their ages range from 65 to 80 and they come from all parts of the country. The veteran who travelled the longest distance to attend is a

former Royal Marine corporal, Mr. E. F. Tracey, who made a special journey from his home in Canada.

Some 7,000 officers, ratings and other ranks were involved in the raid, and our casualties were 170 killed and 445 wounded or missing, and the following honours were awarded: 11 V.Cs., 21 D.S.Os., 29 D.S.Cs., 16 C.G.Ms., 143 D.S.Ms. and 283 Mentions in Despatches.

## WRENS FOR SINGAPORE

A UNIT of about six officers and 60—70 ratings of the Women's Royal Naval Service is to be established in Singapore in 1966. They will be the first members of the W.R.N.S. to serve in the Far East since the end of the Second World War.

Accommodated in their own quarters in the naval base at Singapore, the W.R.N.S. will replace naval ratings in shore billets in certain categories including the communications and clerical branches.

## Heli-cum-cruiser

SIR—I think that the April issue of "Navy News" is one of the best ever.

I would like to refer to the subject of the heli-cum-cruiser carrier Tiger class. It is to be hoped that the completed article will look different to the artist's impression, for you will notice that the A.A. from the 3 in. midship batteries will not cover the stern.

The "A" 3 in. turret could be removed and "Y" 6 in. turret substituted, as the ship is completely devoid of all protection from the rear. Yours, etc., R. B. HAYTER, Friern Barnet.

## CHRISTENING IN H.M.S. FOREST MOOR

THE first-ever christening service in H.M.S. Forest Moor (Lieut.-Cdr. N. T. J. Skitt, R.N.), the R.N. W/T station, near Harrogate, took place on March 14, when the ship's bell was inverted and mounted in the wardroom for the christening of Stephen Mark, the infant son of Sub-Lieut. K. H. and Mrs. Stockwell.

The service was well attended by relatives, friends and children. The Commanding Officer read a short lesson and later presented Stephen Mark with a suitably inscribed Bible from the officers. The Rev. C. D'Aguiar, Vicar of Darley, and the officiating minister to the establishment, conducted the ceremony.

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H.M.S. Centaur and the Australian trade ship, the M.V. Centaur, at Hong Kong. One of the ships in the background is the Canadian destroyer escort, H.M.C.S. Mackenzie

## 'Snap' - Greek meets Greek

MEETINGS between warships and merchant vessels of the same name are comparatively rare, and the signal "Snap" made by H.M.S. Queen Elizabeth to R.M.S. Queen Elizabeth during the war has gone down in naval history. Hong Kong was the scene of a meeting between the 28,000-ton carrier Centaur (wearing the flag of Rear-Admiral D. C. E. F. Gibson, Flag Officer, Aircraft Carriers; Capt. O. H. M. S. St. J. Steiner, R.N.) and the unusual 8,000-ton Holt Line motor vessel Centaur (Capt. R. G. J. Williams).

The carrier had arrived in Hong Kong at the end of an eventful work-up which included a leading part in the restoration of order in East Africa and the Lakonia disaster. Although the smallest strike carrier in commission she has set up during March a record of hours flown by an embarked Sea Vixen squadron.

M.V. Centaur has been built to carry 200 passengers and 5,000 animals, as well as refrigerated, liquid and general cargo between Western Australia and Malaysia. Not the least of the unusual features of this handsome ship is her ability to sit on the bottom in small ports in North-Western Australia. Her maiden voyage is being spent carrying

an Australian trade exhibition round South-East Asia.

Visits between ships' officers were exchanged, and when M.V. Centaur sailed for Osaka, her master brought her across the harbour to enable what may well be unique photographs of namesakes together to be taken from one of H.M.S. Centaur's helicopters. More than one resident who was careless in reading his newspaper was astounded to find that the inception of the Admiralty Board was accompanied by attractive mannequins parading by an aircraft carrier's swimming pool, and not a few in the carrier were wishing that this were really so.

## Air Command Gun Crew Aiming to Celebrate 50th Anniversary

AFTER only seven weeks' training the 1964 Fleet Air Arm Field-gun crew is running faster this year than in any previous year at this stage of training. Under the experienced eyes of Chief Airman D. B. Williams and Aircraft Mechanician J. McW. Scott, the first and second trainers, the crew is endeavouring to produce the results which will crown the Fleet Air Arm's 50th anniversary year and give their trainer, "Bungy," his hat-trick in field gunning, he having trained the winning crews of 1956 and 1960.

The enthusiasm and backing of both the president, Capt. F. Stovin-Bradford, D.S.C. and Bar, and the Mayor of

Gosport, Alderman J. F. Fairhall, are most helpful: the latter relinquishes his office in mid-May, but this will not deter him visiting the team as he can. Visitors to the training quarters are always welcome and it has been very gratifying to see so many old hands turning up at the track to cheer on the crew as well as those unsung heroes—spies in the other commands!

The temperamental spring weather has meant that several days' training has been lost because of torrential rain. However, to fight the damp, the crews have once again been greatly helped by considerable gifts of warming drinks from firms, which have proved most welcome. Thanks also go to those ships, establishments and squadrons who have provided such magnificent financial support this year, enabling the crew to have the best possible food and facilities.

### CHINA GUNBOATS

SIR,—I am writing to say how much I have enjoyed reading the articles, etc., recording service in the gunboats on the Yangtse River. It was the crews of these small ships that had the opportunity to see China, and who did such excellent service upholding the prestige of the Royal Navy under the White Ensign. The large ships were confined to visiting the treaty ports, although H.M.S. King Alfred did go as far as Nanking in 1906-07.

W. G. Holbrow and I must have been shipmates for a short time on board King Alfred. I was then an Ordinary Seaman, and a forecandleman (1906).

The story written by W. S. Gunns, although of a much later period, also rings a bell in my memory, as I took passage from the United Kingdom on board H.M.S. Carysfort in 1929, when she was trooping to the China Station, having on board the half crews for the Yangtse gunboats and reliefs for the 8th Destroyer Flotilla.

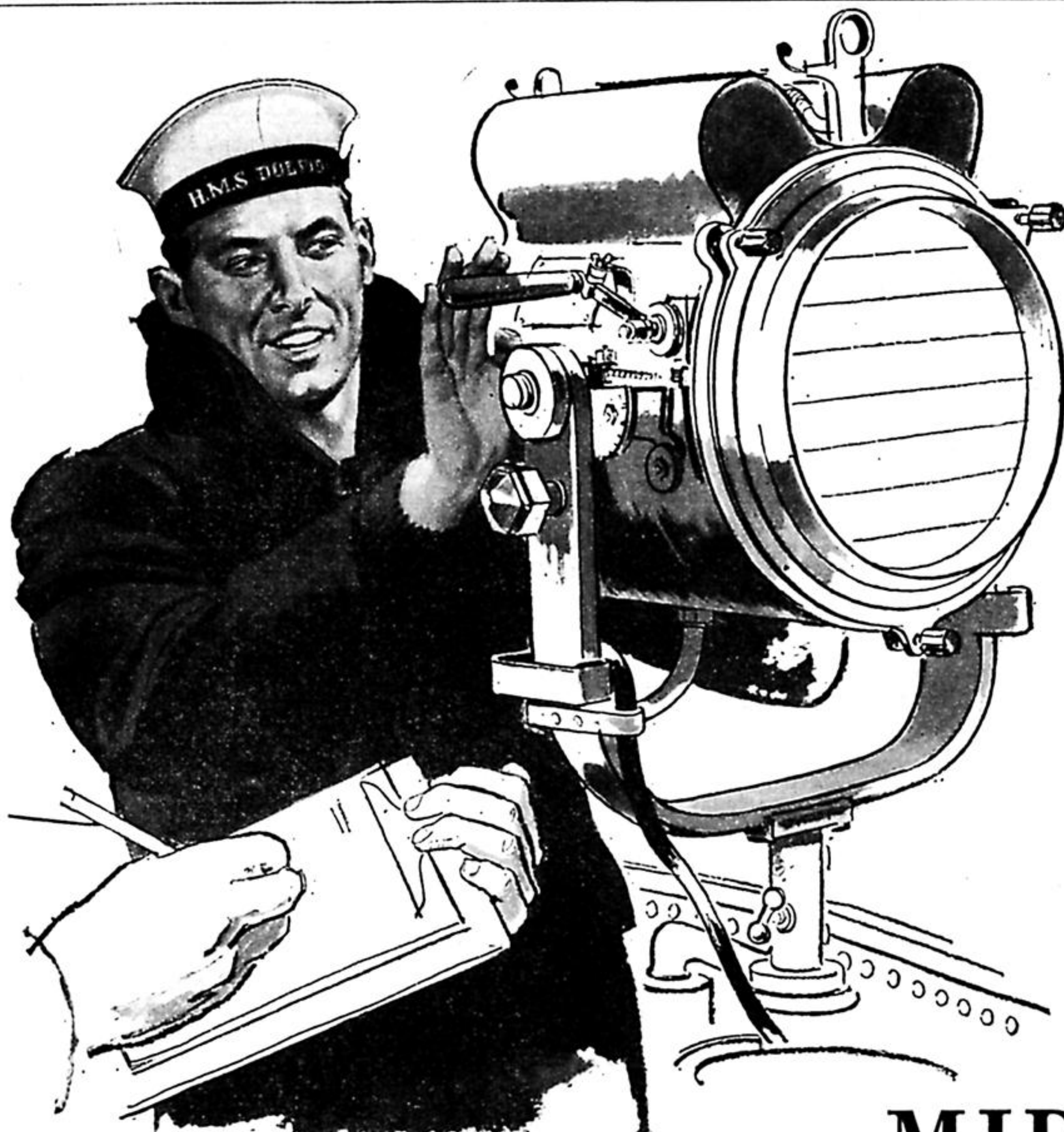
I well remember all the gunboats mentioned, and Cockchafer and one other (I think it was Aphis) were in action with the vessels of the Inshore Squadron operating off the coast of Cyrenaica and Libya during the last war.

Did W. G. Holbrow ever serve in H.M.S. King Edward VII? Yours, etc., H. F. WAIGHT, Capt. R.N. (ret.). Pitlochry.

### KEEN INTEREST

One quite interesting point, which demonstrates the keen interest that the Field Gun Competition arouses in the Fleet, was the arrival of a letter from several members of 846 Squadron serving in North Borneo jungles, where the heat and conditions had obviously sparked off an argument about previous crews, which the Field Gun Officer was called upon to settle.

Lunch-time runs this year will commence on May 11 and will continue, weather permitting until the tournament, which is being held at Earl's Court from July 8 to 25. The other high-lights, the public displays, will be held at H.M.S. Ariel on June 11, 18 and 25 and July 2 at 7 p.m. All are welcome, for the cheers spur the crew to greater efforts.



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H.M.S. Jaguar

## Jaguar-halfway through 'Foreign Leg'-has steamed over 41,000 miles VISIT TO TRISTAN

**H.M.S. JAGUAR** (Cdr. J. B. Robathan, R.N.) has completed over half of the foreign leg of her general service commission, during which the ship has steamed well over 41,000 miles, through the Mediterranean, exercising in the Arabian Sea and the Indian Ocean, and a trip to the Falkland Islands and South America.

The Type 41, "Leopard" class diesel anti-aircraft frigate, sailed from Chatham on August 12, 1963. Although commissioned for service on the South Atlantic and South America Station, it was expected that the first six months were to be spent in the Middle East. As luck would have it, the ship actually arrived at Simonstown for Christmas last year, after an interesting three months exercising in that area.

After a quick workup forces were joined with a large American group for

Exercise "Riptide IV," in the Bay of Biscay, after which Jaguar was detached to the south and the sun.

The voyage to the Persian Gulf was planned to take in two-day stops at Gibraltar, Malta and Aden, which were good value, especially for the 40-odd juniors on board who had never seen these places.

### SUNNY MEDITERRANEAN

Jaguar renewed acquaintance with the S.A.S. President Steyn in Gibraltar,

and the Commander-in-Chief, Mediterranean, visited the ship, the first Type 41 to visit Malta. (The Mediterranean produced 10 days of unbroken sunshine from end to end just to live up to its reputation, and "Hands to bathe" was the order of every day.)

The passage through the Canal was, as always, interesting, and gave the first taste of real heat. News, views, station orders and hurricane fans were exchanged with H.M.S. Diamond at Port Tewfik, before an uneventful passage through the Red Sea to join Flag Officer, Middle East (Rear-Admiral J. E. Scotland, D.S.C.), at Aden on September 5, 1963.

Bahrain was reached on September 12, in time to embark Captain, Amphibious Warfare Squadron (Capt. M. W. B. Kerr, D.S.C., R.N.), and his headquarters staff for the big annual amphibious exercise. Jaguar's controllable-pitch screws came in useful by enabling her to tow a 300-ton Rhino ferry to the landing, which was to take place outside the Gulf, some 450 miles away. This was an exercise quite out of the usual for Jaguar, and an interesting time was had riding on the tanks, and watching them embark and disembark. The local superior sheikh also invited a party to a genuine "mutton grab," and the commanding officer was heard to express sorrow that one of the locals beat him to the sheep's eyes.

### DAMAGE TO STERN

Ten days saw the ships back in Bahrain. Jaguar having towed the Rhino ferry nearly 1,000 miles. The officers and men of H.M.S. Jufair went out of their way to make the stay enjoyable with football and hockey matches and inter-divisional swimming galas, and U.S.S. Valcour, the resident U.S.N. flagship, kindly invited the ship's company to a barbecue. One unscheduled event was the arrival of an Australian tramp steamer which cut a neat slice three feet into the stern whilst alongside the deep-water jetty, and proved for ever the immense value of nylon berthing ropes.



H.M.S. Jaguar "taking it green" when leaving the Falkland Islands

The rest of the Middle East leg was spent with Ark Royal and Plymouth in two exercises at the mouth of the Gulf. This period enabled the ship to have a good look round the Musundam Peninsula with places of interest such as the Elphinstone Inlet and the Khor E. Kuwait. Thereafter, all ships repaired to Mombasa for a break and self-maintenance.

Most of the ship's company took the opportunity of seeing some of East Africa such as the Tsavo game reserve, and saw a lot of wild life, though it was through the windows of a bus. Many inter-ship games were played, and (after beating Ashanti in Karachi) Jaguar had beaten all ships in the Middle East, including Ark Royal, at rugby. The Mombasa Sports Club also was beaten 10-1 at that other football game, which came as a surprise to the club.

All the Midlink 6 ships, some 35 of them, including Ark Royal and U.S.S. Essex, were assembled in Karachi by November 1. This was an extensive exercise run for C.E.N.T.O. by the Pakistan Navy, who were most hospitable. The final day was marred by news of the assassination of President Kennedy. It was also on this day that Jaguar was dispatched to her home station, having, it was hoped, earned her Christmas in South Africa.

### SOUTH AFRICAN HOSPITALITY

After a short fuelling stop in Mombasa, Durban was reached the day before the five frigates of the 10th Frigate Squadron, South African Navy, arrived on an operational visit. Here it was that the first taste of the well-known South African hospitality was had by the majority of the ship's company, and, on leave, the famous Perla Gibson, the "lady in white," now in her 70's, managed to broadcast "Land of Hope and Glory" and "There'll always be an England" across several hundreds of yards of Durban Harbour as she has done for the past 23 years.

Having joined the broad pennant of Cdr. Terry-Lloyd (F10), in President Kruger, Jaguar was put through her paces during the four days to Simonstown. This was an enjoyable and profitable way of introduction to the South African Navy before joining the flag of the Commander-in-Chief, South Atlantic and South America Station (Vice-Admiral A. A. F. Talbot, K.B.E., C.B., D.S.O.).

The three weeks spent in Simonstown over Christmas need no comment here, except that the Cape with its hospitality lived up to its reputation. There followed a short cruise (and a very welcome breather) up to East London and Mossel Bay, both of which further tested the ship's company's stamina before returning to Simonstown and the much-needed docking in preparations for the long haul to the

Falkland Islands and South America.

### 'ROARING FORTIES' TRIP

The 4,200-mile run into the "Roaring Forties" was in sharp contrast after the calm seas of the Indian Ocean, and everyone blessed the stabilisers for sterling service. Nothing was seen except for Gough Island, several hundred miles south of Tristan Da Cunha, and one Norwegian merchantman, H.M.S. Protector, wearing the flag of the Commander-in-Chief, South Atlantic and South America Station, en route from Montevideo, was met one day out from Port Stanley and remained in company throughout the stay.

Subsequent visits to Punta del Este (Uruguay) Mar del Plata (Argentina) and Rio de Janeiro completed the South American tour, which will remain one of the high-lights of the commission. On the way back to Simonstown, one day's visit to Tristan Da Cunha, its wild isolation contrasting with the metropolis of Rio, brought the ship to over the half-way mark of the foreign leg and 41,327 miles "dieseled" this commission.

## H.M.S. Adamant and Submarines visit New London

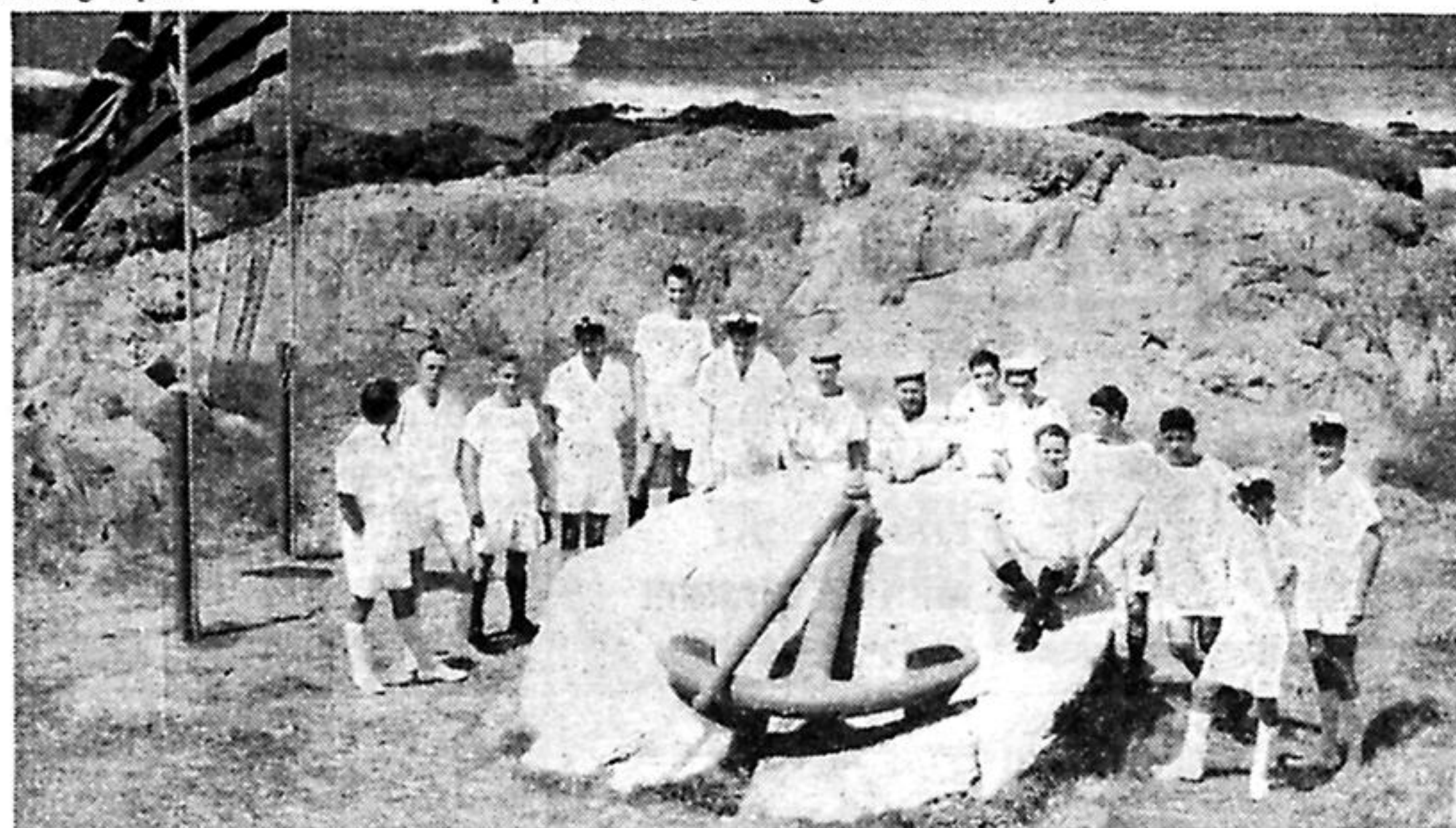
**H.M.S. Adamant**, depot ship of the H2nd Submarine Squadron, left Devonport for a six-day visit to the port of New London, near New York on April 16.

H.M. Submarines Alaric, Artful, Oracle, Otus and Sea Lion, will be joining the depot ship at New London, and during the visit many of the officers and ratings will have a chance of seeing the World's Fair in New York.

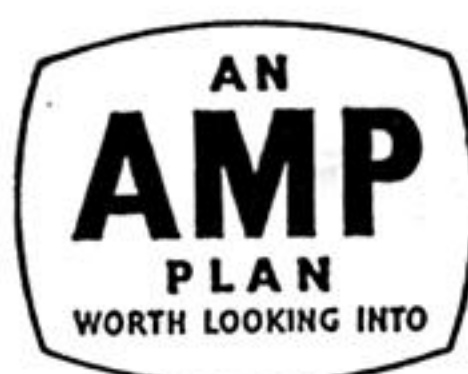
When the Adamant (Capt. W. D. S. Scott, R.N.) leaves the United States she will have on board John Harrison's timepiece No. 4, which is the forerunner of the modern marine chronometer. It has been on loan for a year for exhibition at the Simon Newcomb Laboratory of the U.S. Naval Observatory.

In 1714 an Act of Parliament offered a reward for a watch of such accuracy that it would determine a ship's longitude at the end of a six-week voyage. Harrison submitted his now irreplaceable watch, and in 1764 such was its accuracy that when it was carried in H.M.S. Tartar to Barbados and back to Portsmouth, a journey lasting 156 days, the watch was only 54 seconds in error.

After the visit to New London, H.M.S. Adamant will pay a four-day visit to Halifax, Nova Scotia (May 7 to 11), and will return to Devonport on May 22.



A party from H.M.S. Jaguar visit the anchor of H.M.S. Ajax at Punta del Este in Uruguay



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# 'Soldiers of the Sea' are to celebrate their Tercentenary

## 'THE COUNTRY'S SHEET ANCHOR'

THE Royal Marines celebrate this year the tercentenary of the formation of the first "Marines," for it was on October 28, 1664, that an Order-in-Council was issued, calling for 1,200 men to be "raised to be in readiness to be distributed in His Majesty's Fleets prepared for sea service." Raised mainly in the City of London, the regiment was named the Duke of York and Albany's Maritime Regiment of Foot. It was generally known as the Admiral's Regiment, as the Duke of York and Albany was then the Lord High Admiral. Although originally described as "land soldiers," an official letter of September, 1665, refers to the men of this regiment as "naval soldiers," and in official correspondence dated 1672 they were first described as "marines."

The regiment, the first to be specially formed and equipped for duty afloat, served in ships of the Fleet during the Dutch Wars and also helped in the defence of Chatham during the Dutch invasion of the Medway, before being disbanded in 1689.

Other maritime regiments were subsequently formed for service in times of war and many Army regiments have served as "Marines." Then, in 1755, a regular body of Marines was raised under Admiralty control, when an Order-in-Council authorised the creation of 50 companies of Marines. The new corps was organised in three groups based on Chatham, Portsmouth and Plymouth.

### THE 'ROYAL' MARINES

Since then—and in 1802, when George III directed that the Corps should be styled "The Royal Marines"—Britain's "Soldiers of the Sea" have distinguished themselves in many campaigns.

It was the marines who first encountered the rebels at Lexington in the war of American Independence in 1775; in the Battle of Trafalgar the Corps sustained heavy casualties, and, when wounded, Lord Nelson, who held the sinecure appointment of Colonel of Marines, was carried into the cockpit by Sgt. Secker and two men of the Royal Marines.

In 1827 the Duke of Clarence presented new Colours to the Royal Marines and for the first time "the great globe itself" was chosen as the Corps badge. The motto "Per Mare, per Terram," was approved and "Gibraltar" was authorised as the only battle honour to be displayed on the Colours of the Corps.

Ten members of the Corps have been awarded the Victoria Cross, the first three V.C.s. of the Corps being won during the Crimean War (1854-

1856). In 1900, Capt. L. S. T. Halliday won the V.C. when the Royal Marines and the U.S. Marines fought side by side in the Boxer Rising in China. Now, as General Sir Lewis Halliday, he is the oldest surviving holder of the award in the Royal Navy.

During the First and Second World Wars—when the Marines were prominent in many actions—the Corps gained a further six V.C.s.

More recently, units of the Corps have served all over the world, including Palestine, Hong Kong, Malaya, Egypt, Cyprus, Port Said, Aden and the Persian Gulf, Kuwait, Brunei and Sarawak, and Kenya and Tanganyika.

### CELEBRATIONS

The tercentenary is to be marked by a number of ceremonies throughout the United Kingdom and, in fact, wherever Royal Marine units are serving. Already the Royal Naval Association at its Annual Reunion last October honoured the Corps by paying a tribute to "The Soldiers of the Sea" when the guest of honour was the Commandant-General, Royal Marines. Other tributes have also taken place.

On April 16 the Chief of the Defence Staff, Admiral of the Fleet The Earl Mountbatten of Burma, opened an exhibition of the treasures of the Corps at Burberry's in the presence of a distinguished number of visitors. Over 150 items were on view, including uniforms, arms, pictures and displays covering the 300 years' history of the Corps. In a most amusing speech Lord Mancroft, vice-chairman of Burberry's, introduced the Admiral of the Fleet. In opening the exhibition, Earl Mountbatten referred to the many and varied exploits of the Royal Marines, mentioning that since the end of the Second World War the Royal Marines have made more than 60 landings in



Admiral of the Fleet The Earl Mountbatten of Burma at the opening of the "Soldiers of the Sea" exhibition on April 16. On his left is the Commandant-General, Royal Marines Lieut.-General Sir Malcolm C. Cartwright-Taylor, K.C.B., R.M.

support of law and order, such as Brunei, in many parts of the world. Decorations for gallantry on active service since 1946 have been awarded to 66 officers and men, and 127 have been mentioned in despatches and received the Queen's Commendation. The number of officers and other ranks who have been killed in action, died of wounds, or are missing presumed killed, since 1946 is 120.

### MASSED BANDS

Among the official events which have been arranged to mark the tercentenary in London are: June 10, when massed bands of the Corps are to beat "Retreat" on Horse Guards Parade at 6.45 p.m. to celebrate the birthday of H.R.H. Prince Philip, Captain-General of the Royal Marines. There will be rehearsals on Horse Guards Parade at the same time on the two preceding days.

On July 22 there will be a review of 550 officers and marines on the Artillery Ground by the Lord Mayor of London. Most of the men on parade will come from Royal Marine Commands and training units in the United Kingdom. With them will be representatives from every operational R.M. Commando and from R.M. detachments in every fleet and squadron and also from the Royal Marine Forces Volunteer Reserve.

After the review, the unit will exercise its ancient privilege of marching through the City with drums beating, Colours flying and bayonets fixed past the Mansion House, where the salute will be taken by the Lord Mayor. In the evening there will be a reception for all ranks and their wives by the Lord Mayor and Corporation at the Mansion House.

### CORPS DINNER

On the evening of July 23 a Corps dinner is to be held at the Royal Naval College, Greenwich. Senior officers of all services will be present as guests of the Royal Marines, together with representatives of closely associated Army regiments and other notabilities.

A thanksgiving service is to be held in St. Paul's Cathedral at 2.15 p.m. on July 24, at which the Bishop of London will preach. In the evening there is to be a Corps Reunion at the Lyceum Ballroom, in the Strand.

From July 8 to 25 the Massed Bands of the Royal Marines will be performing at the Royal Tournament. Over the past 300 years the Royal Marines have earned high praise from many quarters. Possibly the best commendation came from Admiral of the Fleet The Earl of St. Vincent, who obtained for the Corps the distinction of "Royal." He said: "I never knew an appeal made to them for honour, courage or loyalty that they did not more than realise my highest expectations. If ever the hour of real danger should come to England they will be found the country's sheet anchor." Well have the "Royals" lived up to that opinion.

### (Continued from column 4)

Lieut. Rowe, who has learned to speak both Malay and Iban, is a frequent guest of the Dyaks in their long-houses where, until recent years, head-hunting was commonplace.

Nearly all the Ibans are tattooed, but now many of them have an addition to the traditional designs—the "Great Bird" Naval helicopter.

## A THANKSGIVING SERVICE AT CHATHAM

THE Commandant General, Royal Marines (General Sir Malcolm Cartwright-Taylor, K.C.B.), the Major-General Royal Marines, Portsmouth (Major-General R. D. Houghton, C.B., O.B.E., M.C.), the Flag Officer Medway (Rear-Admiral I. L. T. Hogg, D.S.C. and Bar), and the Mayors of the Medway towns are to attend a Thanksgiving Service in the Royal Dockyard Church, Chatham, on Sunday, May 10. The Bishop of Rochester will be the preacher.

The service is part of the Royal Marine tercentenary celebrations and there will be a contingent of 150 Royal

Marines from Deal and Portsmouth. The Royal Marine Band of the Commander-in-Chief, Home Fleet, and the Memorial Silver Trumpets will play during the service.

On conclusion of the service the Royal Marines led by another band of 50 from the Depot, Royal Marines, Deal, will march to Chatham Town Hall where the Mayor will take the salute; also in the march past will be men of the Royal Marine Association and Royal Marine Cadets. The march will continue down the Brook, right into High Street, right into Military Road, back past the Town Hall and into the car park at the rear.

The Mayor of Chatham is then giving a reception for all ranks taking part in the parade.

## Sarawak Chief adopts Royal Marine Pilot

LIEUT. David Rowe, R.M., a helicopter pilot serving with 845 Naval Air Squadron and which, for the past 15 months has been operating all over the Sarawak and Borneo jungle, has been adopted as a tribal son of Dato Temenggong Jugah, Paramount Head of Sarawak and Federal Minister for Sarawak Affairs.

The young pilot, who often flies the Chief around on his visits to Sarawak villages, is referred to by the Chief as "My son Bubu," and whenever he visits a native village swarms of Iban children follow him shouting "Hello, Bubu."

On a recent tour of villages the Dato told the Ibans: "My son Bubu has not only flown through the cloud-capped mountains between Long Jawi and Belaga twice, but has also flown to Kapit and returned again. In the past such journeys would have taken many days."

(Continued in column 3)

## Albert Medallist dies

THE death occurred on April 23 of Lieut.-Cdr. E. J. Pysden, A.M., R.N. (ret.), of Kensington Road, Portsmouth.

Lieut.-Cdr. Pysden was awarded the Albert Medal for heroism in H.M.S. Sandhurst in the First World War. There was an explosion in the engine room, nine men being killed. Lieut.-Cdr. Pysden entered the engine room and cut off the steam, thereby saving the lives of many of those on board.

He dragged out from the engine room several of the engine-room personnel.



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# THE 'GREY GHOST'S' COMMISSION ENDS

## Albion sailed 85,000 miles in 17 months and Squadrons flew 10,000 operational sorties

H.M.S. ALBION (Capt. Colin Madden, C.B.E., M.V.O., D.S.C. and Bar, A.D.C., R.N.) returned to Portsmouth on April 15 at the end of 18 months' service East of Suez. For the first 14 months Albion was engaged intensively in the Borneo operations and for much of this time one or both of her helicopter squadrons—845 (Wessex) and 846 (Whirlwind) Naval Air Squadrons—were detached ashore operating from various locations in Sarawak, Brunei, Labuan and Sabah. At other times the helicopters supported the ground forces from on board. Because of Albion's frequent appearances off the coast of Malaysian Borneo, generally arriving at first light, she assumed a phantom-like quality which led to her being known as "the old grey ghost of the Borneo Coast."

In February of this year Albion was ordered to East Africa following the internal unrest in the area, but because of continuing tension along the Malaysian-Indonesian border she had to leave most of her squadrons ashore in Borneo—where they still remain. However, the squadron personnel due for relief were flown home to England and joined up with Albion at Plymouth for the passage up the English Channel to Portsmouth.

Families of the ship's company were taken out to Albion at Spithead so that they could join their husbands for the final few hours of the commission.

### IMPORTANT ROLE

The official commissioning ceremony of Albion's fifth commission took place on August 1, 1962 and was held in the presence of H.R.H. The Prince Philip, Duke of Edinburgh. In addressing the assembled ship's company and their families, he remarked: "Some people may feel that our share of duties as policemen of the world is no longer needed and that we should concentrate on home defences. They forget our responsibilities to our cousins and friends in the Commonwealth. We should work together to preserve peace. Albion's service abroad will bring encouragement to all who believe in law and order and in freedom and justice."

Neither when listening to Prince Philip nor when Albion sailed from Portsmouth on November 3, 1962, could anyone have foreseen just how important a role she was to play. When she returned to Portsmouth she had steamed 85,000 miles, had carried more than 12,000 troops, her two helicopter squadrons had completed more than 10,000 operational sorties involving the deployment of 35,000 troops and the air-lifting of 350,000 lb. of stores in logistic support of the ground forces. On 43 of the 76 week-ends, Albion was either at sea, returning to harbour or sailing on another mission.

### CHANGES OF PROGRAMME

Because of the demands on Albion through the ever-changing political and military situation, alterations of programme became almost routine—and there were 78 such changes during the commission. So much so, that any sudden change of course or in engine "revs" was expected to be followed by the familiar broadcast: "D'ye hear, there. This is the Captain speaking. We have just received a signal. . . ."

The first major change of programme was on December 9, 1962, as Albion headed east across the Indian Ocean for Singapore, when the Brunei rebellion broke out in Northern Borneo. Albion was immediately

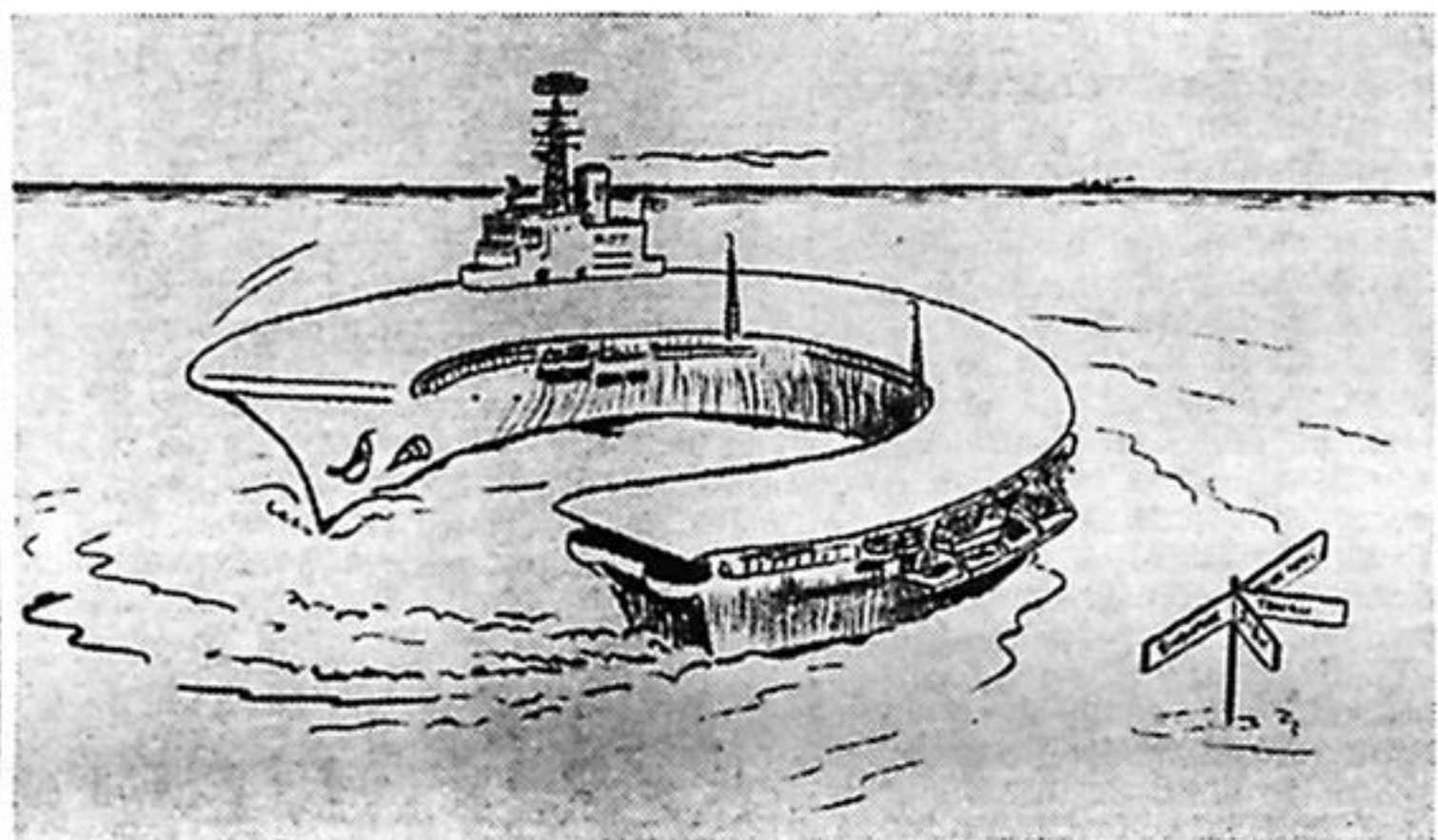
oil, together with medical supplies, were flown to the flood-stricken areas. Troops had to be evacuated and civilians, suffering from exposure and, at times, near starvation, were flown to reception areas where the Army and Government medical services could take over. Throughout, the weather was appalling and severely curtailed "fixed-wing" flying. The helicopter was not so restricted. It could creep up the river valleys or between the cloud and the jungle top, and could hover or land as required.

### TROUBLE IN SARAWAK

Although by April, 1963, the emergency in Brunei was over, and only a few hard-core rebels were at large, ominous reports were being received from Sarawak. Then, on April 12, armed men attacked the police station and armoury at Tebedu, near the Indonesian border in the first division on Sarawak. 846 Squadron was rushed from Brunei to Kuching whilst Albion, with 845 Squadron embarked, sailed at short notice from Singapore with reinforcement troops embarked. The task?—to round up the rebel infiltrators and to contain the threat from members of the clandestine Communist organisation from within.

The underlying cause of the rebel activity both in Brunei and Sarawak was the impending formation of the new Federation of Malaysia which Indonesia opposed and intended to crush. Indonesia's "confrontation"

ordered to the trouble spot "with all dispatch" and on December 14, after a 3,000-mile full-speed dash, Albion arrived off the Borneo coast. 40 Commando, which had been embarked in Aden, was airlifted ashore by the ship's two helicopter squadrons—845 (Wessex) and 846 (Whirlwind) Squadrons—to reinforce the troops already there. 846 Squadron was disembarked to be based at Brunei Airport. 845 Squadron operated from on board, flying temporarily embarked troops ashore



"And here we have the 'Ooslum-woozlum' bird!" There were 78 changes of programme during the commission

to cut off or surround rebel forces as intelligence reports or reconnaissance flights revealed their positions. At the same time the ship's four assault landing craft (L.C.As.) were detached to Brunei, where they were kept busy on river patrols and on logistic supply to units up-river.

### PATTERN SET

The ship was not in direct support of any particular unit ashore—during the first few weeks of the campaign members of 40 Commando, 42 Commando, 1st/2nd Gurkhas, the Sarawak Rangers and the Queen's Own Highlanders were all lifted at some stage—also prisoners, police, tracker dogs, interrogation teams and casualties. In 25 days, 1,168 helicopter sorties had been flown—and the pattern for the commission had been set.

When Albion left the operational area temporarily for Singapore in early January, 1963, 846 Squadron was re-embarked and 845 Squadron was detached ashore to Labuan. Initially the Wessex helicopters continued to provide military support, but disastrous floods—the worst in living memory—hit Northern Borneo in mid-January. Flood relief became top priority for the squadron. Tons of food, fuel and

gathered momentum as the birth of Malaysia drew near. Eventually, Brunei decided not to join the new Federation, but on September 16, 1963, Malaysia—uniting Sarawak, Sabah (formerly North Borneo) with Malaya and Singapore—came into being. With it came a marked intensification of rebel activity. Both squadrons were heavily committed ashore whilst Albion flitted from Singapore to various parts of Northern Borneo carrying replacements or reinforcements of troops, aircraft and stores, and at the same time supporting her squadrons. Aircraft embarked included fixed-wing Pioneers, Austers and Beavers in addition to Belvedere, Sycamore and Whirlwind helicopters.

Serious as the situation was along the Malaysian-Indonesian border, there were several potential trouble spots both in East Africa and the Middle East, any of which might erupt and require Albion, the commando ship—but her squadrons were committed to Borneo.

### THE 'SECRET' MISSION

Thus Albion commenced her "secret" mission—a 12,000-mile, high-speed journey to Tobruk and back to fetch R.A.F. Belvedere and Whirlwind Mark X helicopters so that the two Naval air squadrons could be withdrawn from Borneo to return to a commando-ship role. In December, 1963, the Whirlwinds of 846 Squadron and some of the Wessex of 845 Squadron did, in fact, return to Albion. But not for long!

The arrival of 1964 saw a further intensification in the military confrontation by Indonesian-based rebels, with a particularly marked increase in Sabah, an area which had previously been relatively quiet. Consequently both 845 and 846 Squadrons were again landed ashore—846 Squadron at Tawau and 845 in the Sibu area of Sarawak, with Albion acting in support. The distance between the two locations was almost 1,000 miles by sea.

The squadrons had barely become established when the Zanzibar Government was overthrown, followed soon by mutinies by African troops in Tanganyika, Uganda and Kenya. British help was requested to quell the mutinies and restore order. 41 Commando, based in Aden, took pas-



This picture gives an indication of the almost impenetrable jungle of North Borneo

sage for Dar-es-Salaam in H.M.S. Centaur—the latter taking the role of commando ship.

### 'SAIL TO EAST AFRICA'

It was not long before the signal was received "Albion is required in East Africa. Your squadrons are to remain in Borneo." A quick visit to Tawau and Sibu to supply them with essential stores and support, and then off at high speed to East Africa.

Arriving in Mombasa on February 9, 45 Commando, units of the 16th/5th Lancers, 814 Squadron and two R.A.F. Belvederes, were transferred to Albion from H.M.S. Victorious, which had withdrawn the troops from Tanganyika, where the police role had been taken over by 41 Commando.

And so Albion became once more a commando ship ready to land a fighting force at almost a moment's notice. Although an easing of the internal unrest in East Africa enabled the embarked troops to be landed in Aden, for 814 Squadron to return to its anti-submarine role in Victorious, and for the Belvederes to return to R.A.F. Station, Khormaksar (Aden), nevertheless Albion remained on the Middle East Station until the end of her commission, ready for any trouble should it arise.

### SOCCER RECORD

Sport was inevitably a major activity in the life of the ship's company, ranging from deck hockey, volleyball,

tug-o-war, boxing, etc., at sea to football, rugby, hockey, cricket, water polo and golf when alongside. While all the ship's teams acquitted themselves well, the ship was particularly proud of her soccer team. On the Far East Station, the team remained unbeaten by any naval side and with each new scalp the ground would ring to the sound of the supporters singing "Glory, glory, Hallelujah, and the Albion goes marching on." At the end of the commission the match analysis for all soccer matches played was: played, 60; won, 45; lost, 8; drawn, 7. Goals for, 282 (Hinds, 105); goals against, 96.

### SHIP VISITS

THE following visits are to be made by the ships mentioned:

H.M.S. Adamant.—To Halifax, Nova Scotia, from May 7 to 10.

H.M.S. Artemis.—Middlesbrough, May 15 to 19, and Copenhagen, May 22 to 26.

H.M.S. Finwhale.—Dundee, May 23 to 26.

The visit of H.M.S. Excalibur and H.M.S. Minstrel to Cork from May 7 to 11 has been cancelled.

The Flag Officer, Submarines, will be embarked in H.M.S. Adamant when she visits Halifax, Nova Scotia. He will also be visiting the Fifth Submarine Division in Malta from May 19 to 22.

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## NEPTUNE'S SCRAPBOOK



Captain T. W. Best, R.N., is to be promoted to Rear-Admiral to date July 7, 1964, and to be Flag Officer, Gibraltar, in succession to Rear-Admiral E. N. Sinclair, C.B., D.S.C., the appointment to take effect in July. This appointment carries with it the NATO appointment of Commander Gibraltar Mediterranean (COMGIB-MED).

Mr. J. A. Macpherson has been appointed Commodore Chief Engineer, Royal Fleet Auxiliary Service. He succeeds Mr. R. R. Darroch, O.B.E., who retired recently. At present serving in the replenishment tanker R.F.A. Wave Baron in the Mediterranean, Mr. Macpherson joined the R.F.A. service in 1947.

Mr. B. W. Lythall, M.A., will succeed Sir John A. Carroll, K.B.E., M.A., Ph.D., F.R.S.E., as Chief Scientist (Royal Navy) on May 19. As Chief Scientist (Royal Navy), Mr. Lythall will be a full member of the Admiralty Board; in that capacity he will also be Deputy Controller (Research and Development), and will superintend on behalf of the Controller the co-ordination and conduct of all research and development in the Controller's departments. At the same time, as Chief Scientist (Royal Navy) Mr. Lythall will work as a senior member of the Defence Scientific Staff, under the Chief Scientific Adviser, on problems of a defence and not of a single Service character.

Officers and Warrant Officers, who served in H.M.S. Howe between 1944-1945, are invited to attend a reunion at 6.30 p.m. on Saturday, May 30, in the R.N.V.R. Club, Curzon Street, London, W.1. About 35 have already stated that they will be going including Rear-Admiral Sir Henry McCall, K.C.B., D.S.O. Further particulars

may be obtained from Capt. D. G. Huntingford, R.M. (ret.), Westcott House, Rockbeare, Nr. Exeter. (Whimble 329).

The 1964 Portsmouth Command Field Gun Crew will give its first Public Performance at 7.15 p.m. on Thursday, May 14, at the Royal Naval Barracks, Portsmouth, admission free. Subsequent runs will take place every Thursday at 7.15 p.m. until June 25, with an additional run at 3.0 p.m. on Monday, May 18 (Whit Monday).

Everyone is welcome to go along with families and friends, and watch the steady progress of the team that will represent Portsmouth at the Royal Tournament in July this year.

The Royal Naval Supply School tie is once again available. Depicting the motif of the wheat sheaf of Ceres, the previous name of the School and long associated with the Supply Specialisation, together with a narrow white stripe on a light navy blue background, the tie is available to officers and men who have served on the staff of the R.N. Supply School. Prices are 11/-, 13/8 or 16/8 and may be obtained from the Training Commander, R.N. Supply School, H.M.S. Pembroke, Chatham.

Capt. C. C. H. Dunlop, C.B.E., assumes command of H.M.S. Pembroke and the appointment of Flag Captain to the Flag Officer, Medway, on May 12.

The Royal Naval Supply School, H.M.S. Pembroke, Chatham, will be holding a Parents and Sports Day on June 6.

## R.N.B.T. GETS NEW LOCAL OFFICES

AFTER just over 21 years the Portsmouth Local Committee of the Royal Naval Benevolent Trust is to move its offices from Victoria Road North to new, modern premises in the grounds of the Naval School of Motoring, opposite Alexandra Park, Portsmouth.

The Trust's predecessor was the Grand Fleet Fund, which was inaugurated in 1961 under the helm-manship of Admiral Sir John Jellicoe, who was then Commander-in-Chief of the Grand Fleet.

The Fund's Portsmouth office was a small upstairs room in a four-roomed cottage, the property of the Royal Sailors' Rest in Buckingham Street, Portsmouth. The room was so small that it was necessary for committee members who arrived late to stand on the stairway if they wished to take part in the committee proceedings.

Within a short while it was necessary to seek larger accommodation in order to pursue the fund's objects and in particular to help find employment for the thousands of ex-naval men who were caught up in the economic problems and unemployment periods immediately following the First World War. This latter task was taken over in 1922 by the National Association for the Employment of Regular Soldiers, when its scope was widened to include sailors and airmen. This association, more generally known as the Regular Forces' Employment Association, is keenly supported by the R.N.B.T. under the Trust's charter, and the Portsmouth branch will have its offices in the new building.

In a desire to co-operate, Dame Wintz, who was a successor to Dame Agnes Weston, creator of the Royal Sailors' Rest, came to the assistance of the committee and provided more spacious accommodation in the main building of the Royal Sailors' Rest.

### BOMBED OUT

The Royal Naval Benevolent Trust was created on May 2, 1922. It took over administration from the Grand Fleet Fund and the local committee remained in the offices kindly provided by the Royal Sailors' Rest authorities until the night of January 10/11, 1941, when the premises were destroyed by enemy action. The co-operative attitude of one organisation to another in those early days can be realised by the fact that the office accommodation was provided rent free.

As a result of the bombing, the local committee lost the majority of its office equipment and records in that

terrible night of destruction, and the following morning there was an immediate search for temporary shelter. The Officer Commanding, Royal Marine Barracks, Eastney, came to the rescue in providing temporary accommodation, but with the speed of mobilisation and the pressures exerted in Eastney Barracks, the local committee had to seek other temporary accommodation.

An office was found in Kingston Crescent, Portsmouth, but there was no permanency, and the committee eventually moved, and on February 1, 1943, became tenants of 106 Victoria Road North, Southsea. The property was purchased in 1945.

In order to keep abreast with modern needs, the building is no longer suitable for administrative purposes. The matter was debated on several occasions, but in 1962 it was decided to build new offices in the grounds of the Naval School of Motoring. The site incidentally is freehold and was handed over to the Royal Naval Benevolent Trust by "deed of gift." Under the conditions of the conveyance, the Trust was given power to use any of the buildings or site for any purpose of a benevolent nature connected with the Royal Navy and Royal Marines, or any past, present or future members thereof or their families and dependants. The trust has therefore been able to build new offices without having to pay the fabulous price for building land which is currently demanded.

The offices, like the former, will be known as James Lane House, to perpetuate the name of Councillor J. E. Lane, M.B.E., J.P., ex-chief writer, R.N., who was a founder member of the Portsmouth local committee and did so much for the naval community in Portsmouth and afield.

### OPENING DATE

Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., D.L. (immediate past president of the Trust), will officiate at the opening ceremony, which will take place on June 30, 1964. The Trust's Portsmouth address will then be James Lane House, 2A Tipner Road, Portsmouth (tel. Portsmouth 60296).



An artist's impression of the Navy's first icebreaker, which will replace the 28-year-old H.M.S. Protector

## NAVY'S FIRST ICEBREAKER

INVITATIONS to tender for designing and building a replacement for H.M.S. Protector, the Royal Navy's one ice-patrol ship, have been issued by the Navy Department of the Ministry of Defence.

H.M.S. Protector is now 28 years old. For some years she has carried out an annual patrol off the Falkland Islands and the Falkland Island Dependencies, thus maintaining, through the presence of the Royal Navy, our links with this remote

The new ship will be of approximately 7,000 tons displacement, 260 feet long, 64 feet beam and 30 feet draught. Her hull will be all-welded and designed for breaking thick ice. A stabilisation system will be fitted to reduce rolling. Heeling tanks will enable the ship to be "rocked" to free herself should she become wedged in heavy ice.

In common with all modern ice-breakers, the ship will be powered by a diesel-electric propulsion system driving two propellers. Her powerful machinery can be controlled directly from the bridge and the ship can be coned from several positions.

The ship will be fitted with extensive laboratories and deck equipment to be used in oceanographic work in Antarctica and elsewhere. Survey boats and other equipment will be used to conduct hydrographic surveys.

### TWO HELICOPTERS

Two Wasp helicopters will be carried to assist in survey work, to convey scientists and their equipment to advanced bases and to reconnoitre for suitable passages through ice.

The new ship appears to be comparable to the United States Navy's ice-breaker, the Glacier. That ship has a displacement of 5,100 tons (light), (8,775 tons full load), and is 310 feet in length, 74 feet beam and 29 feet draught. Glacier was designed for breaking ice more than 20 feet thick.

### ADDITIONAL FUNCTION

Thus, H.M.S. Protector's successor, although primarily required for the naval patrols in Falkland Island waters, will also have the capability to function as an ice-breaker so that she can also, like Protector, give assistance to the scientific expeditions into Antarctica of the British Antarctic Survey and the scientific work sponsored by the Royal Society. She will be the Royal Navy's first ice-breaker.

## Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rate:

**To Chief Petty Officer**  
JX 712164 R. J. Hughes, JX 721347 K. W. Wright, MX 888924 J. W. J. Clark, JX 760265 C. P. Roche, JX 929308 J. N. Williams, JX 831241 J. K. Ashton, JX 371423 T. B. Jones, JX 349380 E. A. Bolton, JX 661023 H. A. Arch, JX 795527 M. E. Baines.  
**To Chief Petty Officer Writer**  
MX 774297 F. D. Cousins.  
**To Chief Petty Officer Cook (S)**  
MX 851912 L. J. Ellis.  
**To Chief Petty Officer Steward**  
LX 890726 H. B. Dyer, LX 29561 T. H. Taylor, LX 890800 J. M. Roberts.  
**To Acting Chief Engine Room Artificer**  
MX 500809 S. J. Weir, MX 803655 B. Bennett, MX 888087 L. Whitaker.  
**To Acting Chief Mechanician**  
KX 845096 J. England, KX 894755 D. Emms.  
**To Chief Shipwright Artificer**  
MX 888778 J. Goldsbrough, MX 888873 D. W. Thorpe, MX 887959 J. E. Doughby.  
**To Acting Chief Ordnance Artificer**  
MX 888935 A. F. H. Cave, MX 913972 A. Parry, MX 888924 J. W. Bishop, MX 902660 M. C. Duckett, MX 857746 D. H. Norton.  
**To Chief Engineering Mechanician**  
KX 852624 D. G. Hope, KX 872003 R. S. Bullock, KX 851571 P. Fowler, KX 877413 D. J. Clarke, KX 853885 J. H. Fielding, KX 771075 J. O. Wild, KX 528298 G. Ellis.  
**To Acting Chief Electrical Artificer**  
MX 857494 D. M. Beck, MX 887618 G. D. S. Bowden, MX 889176 J. E. V. Hart, M 928563 G. F. Galvin.  
**To Chief Electrician**  
MX 920401 H. Webb, MX 835910 J. P. Hughes, MX 895518 I. A. Williams, MX 858591 R. Clephane, MX 866270 B. A. Champion, MX 856309 R. D. T. Legg, MX 759290 C. D. Rowley, MX 879133 W. K. Friend.  
**To Acting Chief Radio Electrical Artificer**  
M 962521 D. Downer, M 928597 H. Johnson, MX 902323 J. W. Marsh, MX 887908 B. T. Watkins.  
**To Acting Chief Radio Electrical Mechanician**  
MX 915482 W. N. Hooper, MX 634727 K. G. Thornton.  
**To Chief Radio Supervisor (W)**  
JX 712481 I. G. Jackson.  
**To Sick Berth Chief Petty Officer**  
MX 884449 A. G. Hearn, MX 836155 D. Swiffen.  
**To Chief Wren**  
39925, Category—Cook (S) E. M. Lestley, 112652, Category—Radar Plotter E. A. Green.  
**To Chief Airman (AH)**  
L/FX 882374 E. S. Stone.  
**To Acting Chief Electrical Artificer (Air)**  
L/FX 855622 W. B. Bain.  
**To Chief Electrician (Air)**  
L/FX 847903 R. J. Parker, L/FX 892836 R. Joss.  
**To Chief Radio Electrician (Air)**  
L/FX 903712 G. C. Smith.

## THE PRINCE OF WALES IN VERNON

THE Prince of Wales spent a week at H.M.S. Vernon last month with a party of Sea Cadets, being given the normal sea training these youngsters receive and being treated as "an ordinary cadet."

The Prince is a member of his school, Gordonstoun, Sea Cadet Corp Unit.

H.M.S. Mohawk, the "Tribal" class G.P. frigate (Capt. I. G. W. Robertson, D.S.C., R.N.), leaves Chatham on May 25 to join her squadron in the Middle East.

H.M.S. Diamond (Capt. J. D. Cartwright, D.S.O., R.N.) arrives at Chatham on completion of the overseas leg of her General Service Commission in the Mediterranean on May 22.



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# H.M.S. OWEN COMPLETED THE SURVEY DESPITE THE ZANZIBAR INCIDENT

## Due at Devonport this month

RETURNING to Devonport on May 14 is H.M.S. Owen (Cdr. D. W. Haslem, R.N.), the survey ship which, during the two legs of her two-year general service commission will have covered over 75,000 miles by the time she reaches her home port. The average speed has been of only 11½ knots, so this huge mileage represents a pretty fair share of sea time. Within the past eight months the ship has actually been under way 195 days out of the possible 247.

The ship left Devonport on September 11, 1963, and after calls at Gibraltar, an overnight stop at Port Said and a few days in Aden, she sailed for Kenya and the start of her surveys and seismic work with R.R.S. Discovery for the International Indian Ocean Expedition.

The seismic operation with Discovery consisted of dropping heavy depth charges which had been collected from Mombasa, on predetermined profiles on a line between Lamu, in Kenya, and the Seychelles.

### NAVAL STORE FLOODED

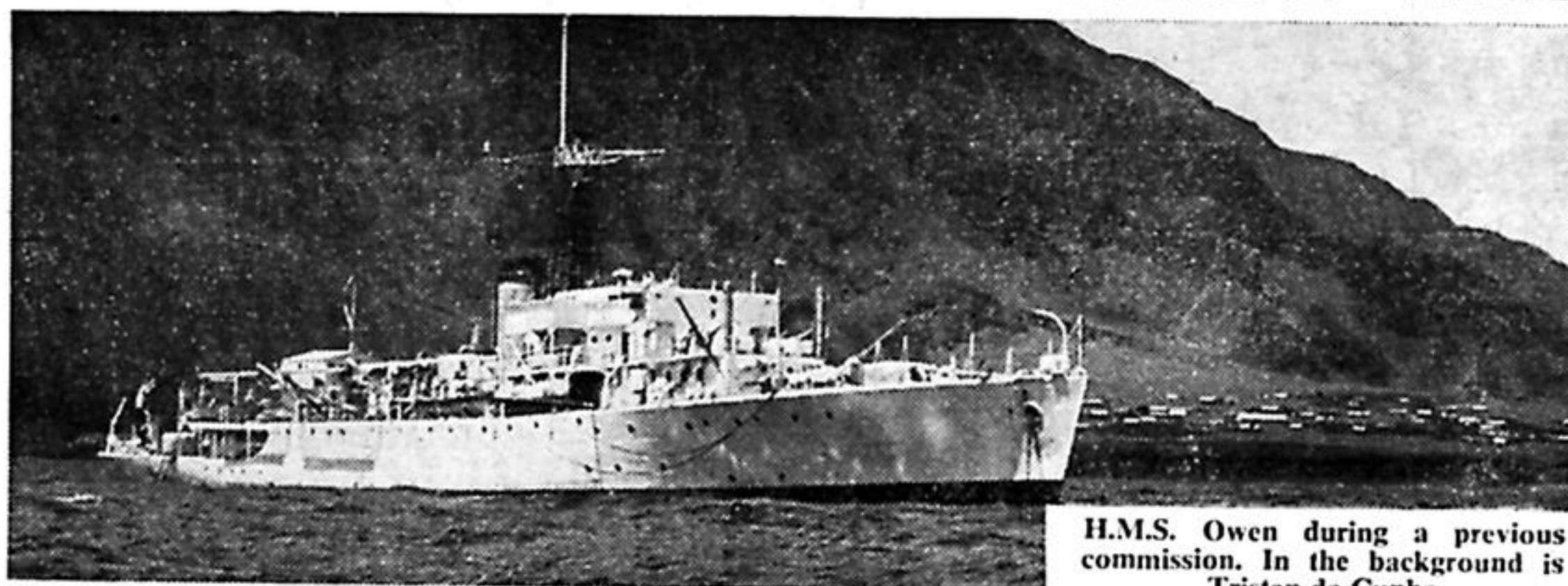
The operations were most successful but, during the firings a leak developed and the lower naval store was flooded to a depth of about eight feet. The work of pumping out and plugging the eight small holes took some 24 hours' continuous work. It was then decided to time the depth charges to fire a little later and deeper. A nasty experience came when one fired prematurely at 100 feet in seven and a half seconds, but luckily there was no serious damage.

There was a short but welcome rest in the Seychelles and during the visit the French cruiser De Grasse called.

made, orders were received to proceed at utmost speed to Zanzibar, where a revolution had occurred. This message was received early on Sunday, January 12, and by midnight Owen had reached the island and had anchored a mile off the town. H.M.S. Owen was alone for two days until H.M.S. Rhyll and R.F.A. Hebe arrived.

The ship's job was to stand by and evacuate if necessary the European population, but not to interfere in any other way. Liaison was established with the British High Commissioner and, rebel activity dying down during the Monday, although intermittent shots could still be heard over the water, an armed party was landed to set up a radio link with the shore.

During this time Owen acted as a floating shop, supplying the needs of the Europeans ashore as best she could. Everything from bread and frozen meat to beer and cigarettes, and sweets for the children, were landed. Blood, too, was in urgent demand, and was supplied by Rhyll and Owen. The families of the British police officers were accommodated for several days in the captain's cabin; it is understood that a child born to one of these



H.M.S. Owen during a previous commission. In the background is Tristan da Cunha

## NAVAL COOKS GO TO LONDON FOR THEIR AWARDS

IN the February issue of "Navy News" mention was made of the successes of Navy cooks at the International Hotel and Catering Exhibition, "Hotelympia," in which the Royal Navy won 30 awards.

On April 13 the winners of the Junior Salon Culinaire, Hotelympia, were presented with their awards by Mr. F. P. Russell, O.B.E., president of the Junior Salon Culinaire, at the Cafe Royal, Regent Street, with Mr. Charles Forte as an interested spectator.

All the award winners were trained in the R.N. Supply School, H.M.S. Pembroke, at Chatham and the average age of the Navy competitors was 18.

Asst.Ck. A. Crisp won the challenge trophy and special award presented bi-annually by the Potato Marketing Board for the best potato basket production. This was an open competition and Crisp's first attempt at exhibition work.

In the Royal Naval event Asst.Cks. Munday, Dor and Russon won the Junior Practical Challenge Trophy in a "beat the clock" hot cookery contest before jury and spectators. Ck. Bradbury won the Junior Individual Challenge Trophy for his display of a cold salmon plate, boiled ham and wine jelly.

### STAR AND GARTER HOME-APPEAL

THE Week's Good Cause appeal on Sunday, April 26, on the Home Service of the B.B.C. was made by Marshal of the Royal Air Force Sir John Slessor, and was for the Star and Garter Home for Disabled Sailors, Soldiers and Airmen. The home, which provides a permanent home for 200 disabled ex-Service men who receive skilled medical and nursing care, is not part of the National Health Service and help is needed to meet the ever-increasing costs.

The Star and Garter Home on Richmond Hill was opened in 1916, and the patients include not only veterans of the First World War, but three old soldiers of the Boer War.

(Continued from previous column)

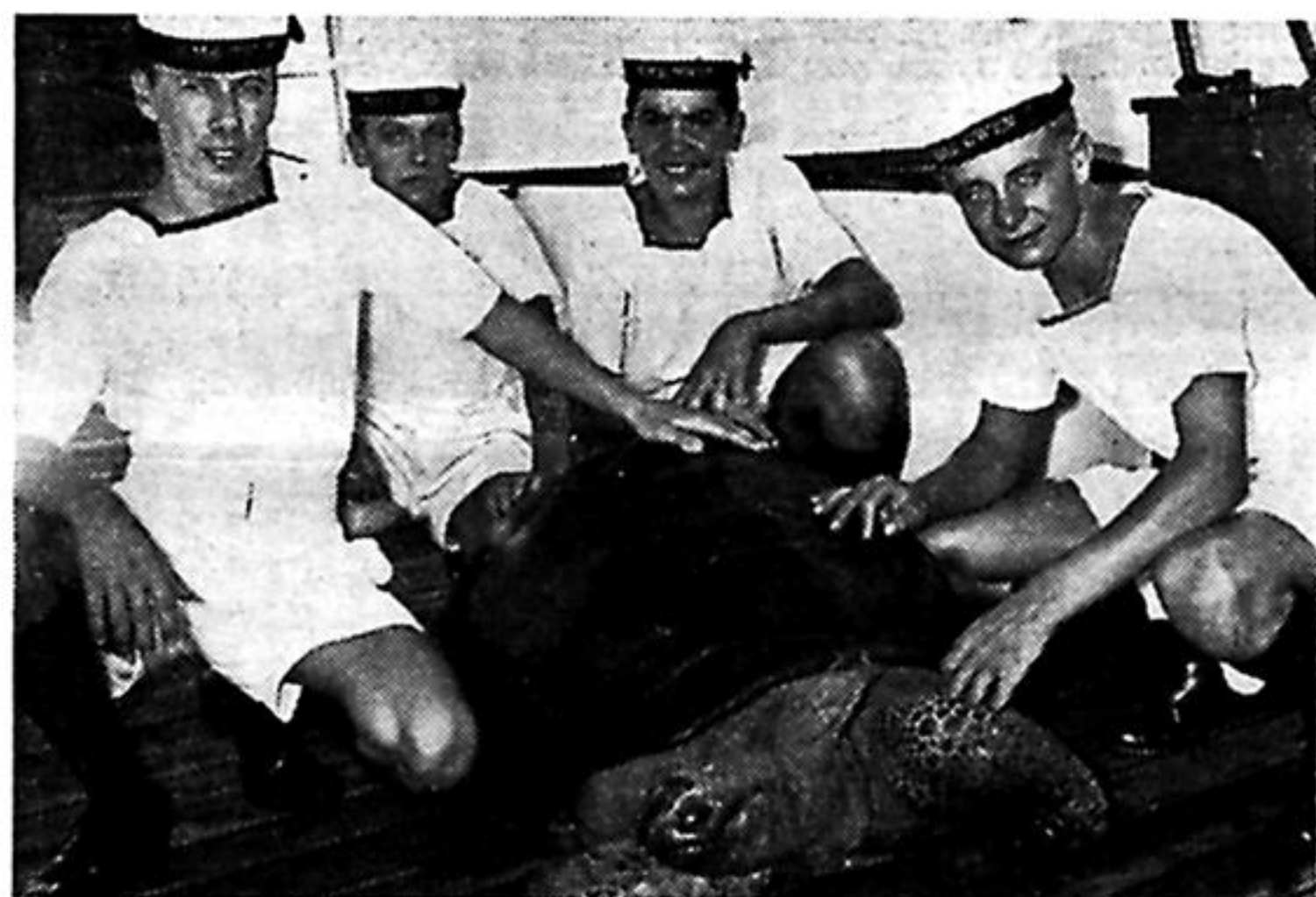
islands in the Seychelles group, with the Governor of the Seychelles and Lady Oxford on board. A brief visit was made to Diego Suarez, Madagascar, for fuel and then the ship returned to Port Victoria, Mahe, Seychelles.

The Governor presented a giant tortoise (since christened "Teresa") of the species that abounds on Aldabra Island. She is 38 inches long, 25 inches wide and 18 inches tall and only 38 years old. She is expected to live for at least another 60 years—possibly another 150. Her consumption of food appears to be about three large pumpkins a day. It is planned to present "Teresa" to a zoo in the United Kingdom.

On Easter Monday Owen left Mahe for a two-day visit to Mauritius, where a tide gauge was set up on Rodriguez Island as part of the British contribution to the International Indian Ocean Expedition.

On Saturday April 4 Owen sailed north again for Aden. A survey of Perim Harbour, a dash into the Red Sea to fix Jabal at Tair Island relative to the Zubair group and the sweeping of a wreck for least depth in the Gulf of Suez were Owen's last jobs before a brief visit to Gibraltar and the homeward trip.

(Continued in next column)



H.M.S. Owen's tortoise with the four youngest J.M(E)s. on board—Craig, Whitton, Ventham and Ward

A return visit to Mombasa afforded the opportunity for 50 of the ship's company to visit the Tsavo Game Reserve. There was a most successful bus trip during which most animals—except the elusive lion—were seen. With some 30 people travelling on the roof of the bus in order to get a better view, it was perhaps just as well that a bull elephant decided, on second thoughts, not to charge from 100 yards away.

The real task of surveying was started on November 12. A decca camp was erected at Malindi. Despite setbacks, such as the hasty removal of a small tide-watching party from Kiunga who were being threatened by Somali raiders under the impression that the party was armed, excellent progress was made to complete the two surveys in the Manda Bay area. During December two further surveys in the Formosa Bay area were started.

Kenya celebrated its independence on December 12 and, despite anxiety, no incidents were reported other than that L.R.O.(T) Fox, in charge of the decca camp at Malindi won an Uhuru medal for playing in the Malindi football team against Mombasa. Because of Uhuru, and the hoarding of local supplies, there had been difficulty in obtaining adequate quantities of beer on the last visit to Mombasa and at one stage stocks were almost nil. However, the drought was relieved when H.M.S. Ark Royal sent three loads by helicopter.

### CALL TO ZANZIBAR

H.M.S. Owen returned to the survey grounds on January 1, another decca camp being sited at Kipini. A week was spent surveying the Formosa Bay area and then, during a quiet week-end at Malindi, where tidal stream observations were being



Eight of the 10 winners of the Junior Salon Culinaire—C. Watts (silver plaque), R. Dor (challenge trophy and winner's certificate), A. Crisp (challenge trophy and special award), A. Bradbury (challenge trophy and set of carvers), J. Grant (certificate of merit), P. Nicholls (bronze plaque). Kneeling: P. Huber (certificate of merit), T. Kennedy (certificate of merit)

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# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER  
Patron: H.M. The Queen

"UNITY — LOYALTY — PATRIOTISM — COMRADESHIP"

## Temple Farm branch at sea for Annual Dinner

THE Temple Farm (Strood) Branch of the Royal Naval Association held its annual dinner and dance on April 11 in, for a naval association, the most appropriate setting—on board the T.S. Arethusa at Upnor.

The president of the branch, Cdr. M. H. Le Mare, R.N., who is captain of T.S. Arethusa, had invited the branch to hold the dinner on board and among the guests were the Mayor and Mayoress of Rochester, the Flag Officer Medway, and Admiral Superintendent (Rear-Admiral I. L. T. Hogg), and Mrs. Hogg, Shipmate S. Godfrey, a vice-president of the Association, Shipmate J. Dykes, national councillor for No. 2 Area, and 200 shipmates from Temple Farm (Strood) Branch and other branches, with their families and friends.

Among the branches represented were Chatham, Gillingham, Sittingbourne, Whitstable, Gravesend and Sidcup. Some branches which had applied for tickets at a late date were disappointed, as the tickets were a complete "sell-out" at a very early date.

Apart from the Mayor and Mayoress of Rochester and Rear-Admiral and Mrs. Hogg, all were on board to meet the guests of honour. The Mayor and Mayoress were duly welcomed by the branch president and Mrs. Le Mare and the chairman of the branch, Ship-

mate G. Hird, who was accompanied by Mrs. Hird.

### ADMIRAL PIPED ABOARD

Admiral and Mrs. Hogg arrived at the starboard gangway by admiral's barge and were "piped aboard" by officers and boys of T.S. Arethusa, and welcomed by the reception committee.

The guests were then led to the gaily decorated boys' messdeck, where the messes were laid out to hold 11, five each side of the mess table and the "leading hand of the mess" on the bread barge. The "top table" was rigged fore and aft and when everyone was seated the ship's bugler, Boy Brown sounded the Rum Call. "Up spirits" was then piped and the leading hands of messes mustered at the rum tub (which was borrowed from the Supply Officer, H.M.S. Pembroke) and all hands were issued with a tot. "Pusser's Rum" could not, unfortunately, be obtained, of course, but there was a very good substitute.

After an excellent dinner "Hands to dance and skylark" was piped and everyone enjoyed dancing—old and new.

During the evening Cdr. Le Mare was presented with a ship's badge of the old H.M.S. Arethusa, beautifully mounted and suitably engraved, and Mrs. Hogg and the Mayoress of Rochester, Mrs. E. Griffin, were presented with bouquets.

A rather surprised secretary of the branch, Shipmate G. A. Milham, was presented with a pewter tankard inscribed "For Services Rendered." This was a very well-kept secret and, like the rum in the rum tub, did not leak out.

## FLOURISHING CHEAM DOING A GOOD JOB

THE annual dinner and dance of the Cheam and Worcester Park Branch of the Royal Naval Association which was held recently was a great success, attended by 105 shipmates and their friends.

The chairman of the branch, Shipmate F. Matthews, welcomed the guests, among whom were the Mayor of Sutton, Alderman D. P. Thomas, and the Mayoress, Mrs. Margaret Vaughan, the president of the branch, Mr. Richard Sharples, O.B.E., M.C., M.P., and Mrs. Sharples, Mr. and Mrs. W. Collins, Mr. and Mrs. Millican and Mr. and Mrs. Cronk.

Shipmate Collins told those present that the branch was flourishing and, in addition to its many other activities, was continuing to do a great job in the benevolent field. He went on to say: "There is always a need for new members. I am sure that they would always find something of interest going on in the branch."

The Cheam Branch learns, with regret, that the chairman of No. 2 Area, Shipmate J. L. Bates, has been ill, and is gradually losing his sight. Shipmate Bates has been a tower of strength to the Association, both in the area and in his own branch, Croydon, and Cheam feels that all branches, up and down the country, will wish him well.

### We will remember them

Shipmate A. Stevens, member of Dorking Branch.  
Shipmate Vice-Admiral F. G. G. Chilton, C.B., president of Herts. Branch since 1939.  
Shipmate the Rev. G. C. P. H. Briggs, Chaplain of Herts. Branch since 1946.  
Shipmate E. Harding, oldest member of Herts. Branch.  
Shipmate G. Collins, a branch vice-president of the Herts. Branch.  
Shipmate E. Willsher, member of the Herts. Branch.  
Shipmate T. W. Hair, vice-president of Portland Branch.

## DEAL PLAQUE FOR R. MARINES

A PLAQUE given by the people of Deal to commemorate the action at Zeebrugge on St. George's Day, 1918 of the 4th Battalion, Royal Marines was presented at a ceremony at the Royal Marines Depot, Deal on St. George's Day, April 23.

It was handed over by the Mayor of Deal, Alderman Norman Cavell, J.P., and accepted by the Commanding Officer of the Depot, Colonel J. C. d'E. Coke, D.S.C.

The Commandant General, Royal Marines (Lieut.-General Sir Malcolm Cartwright-Taylor, K.C.B.) was present and with the Mayor took the salute outside Deal Town Hall at a march past following the ceremony.

## Eight made Life Members

At the April meeting of the Herts branch of the Royal Naval Association, eight shipmates were made Life Members—Shipmates D. Allum, W. Davis, P. Hamilton, K. Kitching, R. Kitching, A. Pearson, M. Stratton and P. Stratton. Credentials were presented to the shipmates by Shipmate Eric C. Knight, National Council Member and branch secretary, who referred to the valuable service rendered to the Association by the shipmates concerned.

Shipmate Knight also commented that the ages of the shipmates ranged between 37 and 41 years, saying that it was this type upon whom the future of the Royal Naval Association will depend.

The Herts branch has suffered the loss of several shipmates. Vice-Admiral F. G. G. Chilton, C.B.,

had been branch president since 1939 'crossed the bar' as did the branch chaplain since 1946, Shipmate the Rev. G. C. P. H. Briggs.

Three other old stalwarts, Shipmates E. Harding, G. Collins and E. Willsher have also passed away. Shipmate Harding was the branch's oldest member (92) and Shipmate Collins was a branch vice president.

The branch mourns the loss of these shipmates who had given great service to the Association.

### YOUNGEST CHAIRMAN?

WHEN the Stockton branch of the Royal Naval Association held its 11th annual dinner recently about 250 were present and the occasion was a huge success.

At the Annual General Meeting Shipmate K. Hiles, who is only 30, was elected as chairman. It is thought that he must be one of the youngest, if not the youngest, chairman of a branch. He did excellent work as vice president and the Stockton shipmates look forward to even greater successes under his direction.

### HORLEY LOSES A FRIEND

MEMBERS of the Horley Branch of the Royal Naval Association recently said farewell to Lieut. C. E. Buxton, R.N., the Careers Officer, Thornton Heath.

Lieut. Buxton afforded the branch much help in organising its carnivals and displays and the Horley shipmates felt that they had a good link with the Service through him. Lieut. C. J. Francis, R.N., has taken over from Lieut. Buxton and in tendering their thanks and best wishes to Lieut. Buxton on his retirement, they welcome Lieut. Francis and assure him of all the support they can give to him.

### NEW BRANCH FOR NO. 3 AREA

THE quarterly meeting of delegates from No. 3 Area of the Royal Naval Association was held on April 25 at the headquarters of the Portsmouth Branch, and was very well attended. The new area chairman, Shipmate Briggs (Portsmouth), welcomed the delegates.

One of the main points of the National Council report, given by Shipmate Legg (Bottle) was the information that a new branch had been formed at Bournemouth and had got off to a fine start with 31 members.

The meeting decided that, during summer months, the area meetings should be held in branches east and west of the area. Although the Portsmouth Branch was always only too pleased to entertain delegates, it was felt that it was only fair to give outlying branches an opportunity.

The Bournemouth Branch immediately issued an invitation to stage the next meeting, and the invitation was unanimously accepted.

The area president, Shipmate Capt. J. A. P. Macintyre, thanked all those who attended and commended Shipmate Briggs on the conduct of his first meeting in the chair.

## Surprise gift for retiring National Council Member

NO. 7 Area of the Royal Naval Association, composed of branches in Gloucestershire, Worcestershire, Herefordshire and South Wales, held its area meeting on April 18 at Cheltenham.

During the meeting the area chairman informed those present that a presentation was to take place and he asked the National Council representative, Shipmate "Buck" Taylor, to present Shipmate "Ted" Weeks, the retiring area treasurer, with an inscribed tankard on behalf of the shipmates of No. 7 Area for his services to the area during the past seven years. At the end of the meeting Shipmate Taylor informed the meeting that a social evening had been arranged for the delegates by Shipmate Attwood, the steward of the Conservative Club, in which the area meeting took place. Shipmate Taylor, however, was not aware of the true reason for the social evening.

### RETIRING FROM OFFICE

Shipmate Taylor has been the National Council member for No. 7 Area for many years and has always been looking for ways to further the cause of the Association in the area. Through ill-health he expressed a desire to retire at the end of his term of office. His retirement was accepted with much reluctance by the branches of the area, for a man of Shipmate Taylor's qualities will be hard to find. The branches decided to mark their thanks for the time and hard work he has devoted to the area, and they worked to send him on a holiday to

help him on the way to better health. For the past six months the area secretary, Shipmate E. H. Walters, has been receiving donations from branches in the area, and the social evening was to be the occasion for the presentation.

All this time Shipmate Taylor was unaware of what was going on. Halfway through the evening the area chairman was called upon to enlighten him as to what was about to happen and he asked the area secretary if he would inform the meeting of the amount that had been donated by the members of the area.

### BRANDY NEEDED

First thanking Shipmate Taylor for the help and advice he had given him while they had worked together, Shipmate Walters stated that the grand sum of £70 had been donated. Shipmate Taylor was so overcome that he needed the assistance of a large glass of brandy. On behalf of the area the chairman presented the cheque to Shipmate Taylor, who thanked everyone for the wonderful gift.

Arrangements were made on the spot for Shipmate "Buck" Taylor and his wife to go to Ireland later on in the year for a well-earned fortnight's holiday and everyone in No. 7 Area hopes they will have a wonderful time.

"Give that man a Watneys Brown!"



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## Sea Cadets formed the Guard



When the New Marine and Technical College at South Shields was opened recently by the Duke of Edinburgh, the Sea Cadets from the T.S. Collingwood formed a Guard of Honour. The photograph shows the Duke inspecting the very smart guard, accompanied by the Officer of the Guard, Lieut. F. Troughton, R.N.R. (Photo.—Yorkshire Post)

## THE SHIPMATE WHO COULD NEVER RETIRE

SHIPMATE "Tommy" Hair, pensioner chief stoker and vice-president of the Portland Branch of the Royal Naval Association, who died recently will be sadly missed not only by his shipmates of the Portland Branch, of which he was one of the founder members and its first chairman, but also by the many people he helped when carrying out the added duties of welfare officer.

Shipmate "Tommy" never knew the meaning of the word "retirement," and when advised by his members to "take it easy" shrugged his shoulders and said: "How can I when so many need our help?" Only when he was forced by ill-health some two years ago did he relinquish his active work, but once he was "allowed up" he was back in harness, this time as a vice-president, to which office he was unanimously elected during an Association dinner night.

On that occasion he was presented with a suitably inscribed tankard, handed to him by Rear-Admiral H. R. Law, the principal guest of the evening, who said: "I'm proud to know you,

"Tommy." You're doing a grand job of work, and may it long continue."

### FOUGHT IN TWO WARS

Yes, "Tommy" Hair, the man who fought in two world wars and served in such ships as the Queen Elizabeth, the Hood and the destroyer Greyhound (from which ship he dived into oil-fuel-covered waters, regardless of the risk he was taking, to save his shipmates during an action), was always doing "a grand job of work"—and enjoying every minute of it.

While there's a branch of the Association on the island of Portland, there will always be talk of "Tommy" Hair, the shipmate who could never retire.

## 'More branches are wanted like Hinckley'

OVER 100 members and friends of the Hinckley Branch of the Royal Naval Association were present on April 11 for the annual dinner and dance. In the absence of the branch president, Shipmate K. Wildeman, who, at the last moment had to send his apologies (but in a form much appreciated by the company), the guests of honour were, for the first time, the chairman of the Urban District Council, Councillor M. McCarthy, and Mrs. McCarthy.

The chairman for the evening was Shipmate J. Meigh. Shipmate A. Thomas was toastmaster. A telegram was received from the Queen thanking the branch members for their loyal greetings.

Shipmate J. Wark, president of No. 8 Area, proposed the toast of the Hinckley Branch and spoke of the good work the members were doing and he wished that there were more branches like Hinckley in the Association.

### 'A GOOD CREW'

Shipmate F. Gosling in his reply outlined the various functions the branch had organised or in which they had taken part, making special mention of the carnival in which the branch took third prize with its "Crossing the line" ceremony. "Such

things are not possible unless there is a good crew," he said, "and this we have in Hinckley."

Replying to the toast to the guests, Councillor McCarthy stated that he had no connection with the Royal Navy, but the branch had done a lot of welfare work and he hoped it would continue to do so for the good of the town.

After dinner, entertainment and dancing took place and continued until midnight.

Branch officers for 1964 are: chairman, Shipmate J. Meigh; vice-chairman, Shipmate A. Orton; secretary, Shipmate J. C. Middleton; treasurer, Shipmate H. Dunn; social secretaries, Shipmates G. Parker and F. Dean; welfare, Shipmate E. P. Herbert; committee, Shipmates P. McGillivray, N. Vernon, J. Goode and A. Payne.



A member of the Boys' Brigade, Singapore, on a visit to the ship, tries out a "bone dome" for size



H.M.S. Victorious fuelling from the R.F.A. tanker Tidespring, off Singapore, during Exercise "High Up," in which two British carriers participated

## Victorious has steamed 50,000 miles during present commission

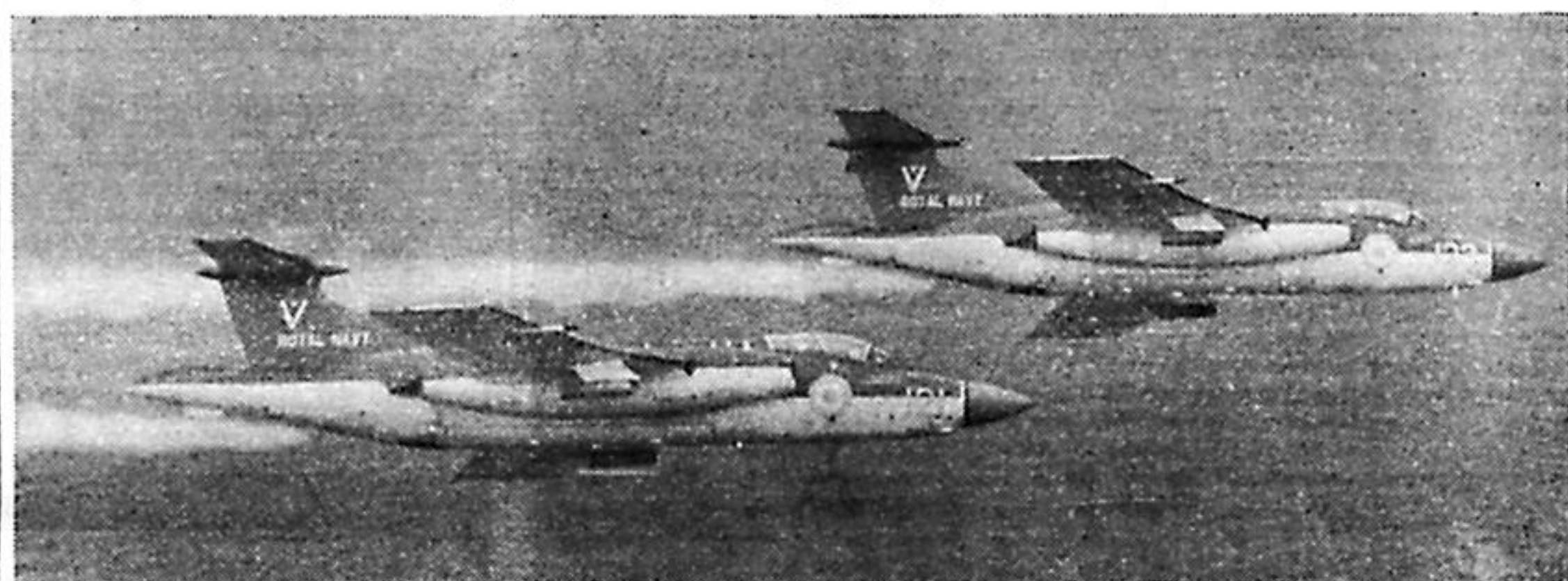
H.M.S. VICTORIOUS (Capt. P. M. Compston, R.N.) steamed the 50,000th mile of her present commission on April 8, a very high proportion of these have been at speeds in excess of 20 knots for flying operations.

The culmination of an intensive exercise programme was recently marked by a visit from the new Flag

five of the seven cups for the team events. In the individual competitions, Lieut. G. M. Ramsey, R.N., of the

ship, whose home is at Hillhead, near Fareham, was head and shoulders above his rivals, finishing as Fleet and United Service rifle champion, as well as winning the rapid and snap. A Bisley rifle shot, as well as a Scottish international and prominent Navy performer, Lieut. Ramsey has over 300 pieces of silver to be kept cleaned.

The ship recently played host to 750 boys of all nationalities belonging to the Singapore Battalion of the Boys' Brigade. After a parade on the main football field the principal event of this annual Founders' Day was a tour of the ship, where there were many demonstrations of the carrier's activities as well as a walk round the ship.



Two Buccaneers of 801 Squadron, H.M.S. Victorious in flight during exercises in the South China Sea in April, 1964

Officer, Aircraft Carriers, Rear-Admiral H. R. B. Janvrin, D.S.C., who is flying his flag in H.M.S. Centaur. The visit occurred during Exercise "High Up," which was notable in that it featured the first British two-carrier operations to take place on the Far East Station for some years. It was a special day for H.M.S. Victorious, who was already flying the flag of Vice-Admiral J. P. Scatchard, C.B., D.S.C., the Flag Officer, Second-in-Command, Far East Fleet.

### BUCCANEER EXPERT LEAVES

H.M.S. Victorious, which has the first fully operational Buccaneer Squadron (801) on board, recently said good-bye to Cdr. E. R. Anson, R.N., the squadron's commanding officer. Cdr. Anson, who has now finished front-line squadron flying in the Royal Navy, has been appointed to command H.M.S. Eskimo, the "Tribal" class general purpose frigate. He has spent more time with the Buccaneer than any other naval pilot, having been associated with its development both as a test pilot with Blackburns and later with the naval development flight at R.N. Air Station, Lossiemouth. He also carried out the first deck-landing trials of the aircraft in Victorious in 1961. After 500 hours on Buccaneers, Cdr. Anson is enthusiastic about the aircraft's capabilities as a low-level naval strike aircraft.

Victorious not only operates a full complement of Buccaneers, Sea Vixens, Gannets and Wessex helicopters, but, in keeping with the present trends in joint Service policy in defence, has taken every opportunity of exercising with R.A.F. aircraft. During the East African operations she housed two Belvedere helicopters and, more recently still, practised R.A.F. pilots of 209 Short Range Transport Squadron from Singapore in deck landings and take-offs, using their Pioneer aircraft. This co-operative spirit is also reflected in the composition of one of the Gannet crews of 849A Squadron. This has been formed of F/Lieut. K. Styles, R.A.F., and Lieut. Previ, U.S.N., both of whom are doing loan service with the Royal Navy.

### FLEET RIFLE CHAMPION

During her recent stay in Singapore, H.M.S. Victorious lived up to her name during the Fleet rifle meeting when she swept the board, winning

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# H.M.S. Narwhal opened the cricket season in the Arctic Circle

## MAINBRACE SPLICED UNDER POLAR ICE

[The five-week patrol of H.M.S. Narwhal (Lieut.-Cdr. P. Cobb, R.N.) and H.M.S. Otter (Lieut.-Cdr. R. J. L. Turner, R.N.) was briefly reported in the last issue of "Navy News." The following article from H.M.S. Narwhal makes interesting reading.]

(BY A CORRESPONDENT)

THE patrol was a very interesting, unusual and often exciting experience. The main object of the exercise was to gain experience of patrolling in the fringe ice area. It was also planned to test all the special equipment fitted for the exercise and to conduct an extensive programme of Sonar trials, and to spend every spare moment collecting much-needed oceanographic data.

The submarines were well prepared for patrol with special heaters fitted to all exposed masts and periscopes to prevent them from freezing-up in the extreme cold. There was also special ice-fendering equipment in the shape of a tubular steel cage over the fragile Sonar dome on the bows, and this was later to prove useful when surfacing through the ice.

The weather was very cold, but not as cold as had been expected. The minimum temperature recorded was 14 degrees F. It was normally foggy and only occasionally was Mt. Beerenberg, the extinct volcano which arises 7,000



E. M. Gordon Roberts, of Bath, on the cricket pitch (?) within the Arctic Circle

feet above Jan Mayen, seen. Often at night the Aurora Borealis or Northern Lights, curtains and ribbons of light which illuminated both sea and sky, was seen.

Periods were spent under the Polar ice-cap, and the view from the after periscope is absolutely fascinating. Imagine looking through a pair of binoculars at blocks of ice the size and twice the weight of a house passing across overhead. This gives a rough idea of the sensation.

The object for keeping the periscope

generally in the direction of the North Pole, which seemed surprising. One morning when we were stopped in the middle of a vast polynia, a small bird that looked just like a large chaffinch landed on the casing. He seemed quite content to look around for about 10 minutes and then flew off towards land, more than 100 miles away. Later research established that he was a snow bunting.

Oceanography is a fascinating study, and the results are of the greatest interest to all sailors and particularly to

submariners. Such things as depths of water are of obvious importance, and we recorded over 2,000 miles of soundings inside the Arctic Circle, and generally in areas where soundings were fairly scarce. Many observations of less obvious significance but of the greatest interest to oceanographers were made, such things as the variation of water temperature with depth, the comparison of water temperature with salinity, collection of plankton samples, to mention a few. P.O. Barry Humphrey, a surveying recorder, came with us and proved himself to be a hard-working and intrepid oceanographer. He will agree that a submarine is an ideal vehicle for oceanographic research, with one exception. That was that he was only allowed to use the chart table in the middle watch.

During the exercise the Queen gave birth to her third son. The order, "Splice the mainbrace," was received on board on March 10, and the health of the Queen and the young prince drunk, possibly for the first time, by at least 70 loyal subjects, many feet below the Polar ice-cap.

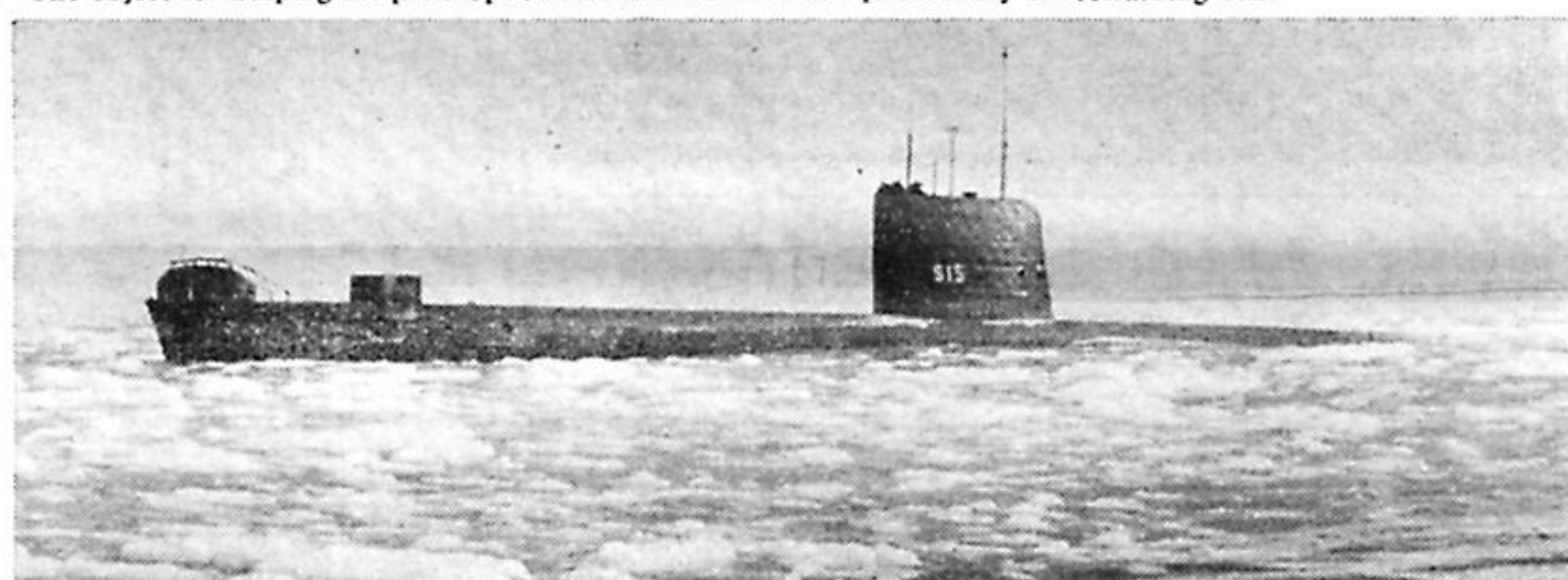
### ENTERTAINMENT

We were kept busy throughout the exercise by a full trials programme, which occupied a large part of the crew the entire time. To entertain us during our off-duty time we had two cinema projectors and a large number of 16-mm. films. We also had many hours of popular music which had been taped in harbour, and which we enjoyed under the ice when we were unable to pick up radio programmes. We also took quite a large library with us and a small ship's canteen. Uckers, crib, chess and bridge all proved popular, as did tombola, a model-making and a beard-growing competition, and, of course, the ship's newspaper.

Altogether the patrol was a very rewarding one.



A chilly and uninviting prospect



H.M.S. Narwhal within the Arctic Circle

raised was to observe the under ice structure and for visible plankton, but principally to find polynias. Polynias are generally small and infrequent holes in the ice. Occasionally they are large enough to accommodate a surfaced submarine. They are very useful to a conventional submarine to recharge the main battery and refresh the air on board.

### DIFFICULT MANŒUVRE

The problem of surfacing in a polynia is an interesting and difficult one. The polynia is often very little bigger than the submarine. It is necessary to position the submarine exactly in the middle, manœuvring and plotting the ice edge with the aid of upward-looking echo sounders. The upward movement of the submarine is controlled by pumping out enough water to make the submarine positively buoyant. This is not as easy as it sounds, when one considers that a change in water temperature of a part of a degree or in water density of a fraction of a point, will affect the submarine's buoyancy by hundreds of gallons.

The ice is continually on the move, and polynias tend to open and close remarkably quickly and without giving much warning. Consequently a submarine has to be on the alert all the time when on the surface in a polynia. We ran the diesels and recharged the battery. We also made oceanographic and hydrographic observations, collected water and ice samples and on one particularly fine day we took the afternoon off and landed the entire crew except for the steaming watch to play sport. We had taken along a matting wicket, bat, ball and stumps, and so were able to play the first game of the season in the Arctic Circle.

### SEAL COMPANIONS

On one occasion we shared a polynia with a pair of bearded seals, and often we saw flocks of birds hurrying by.

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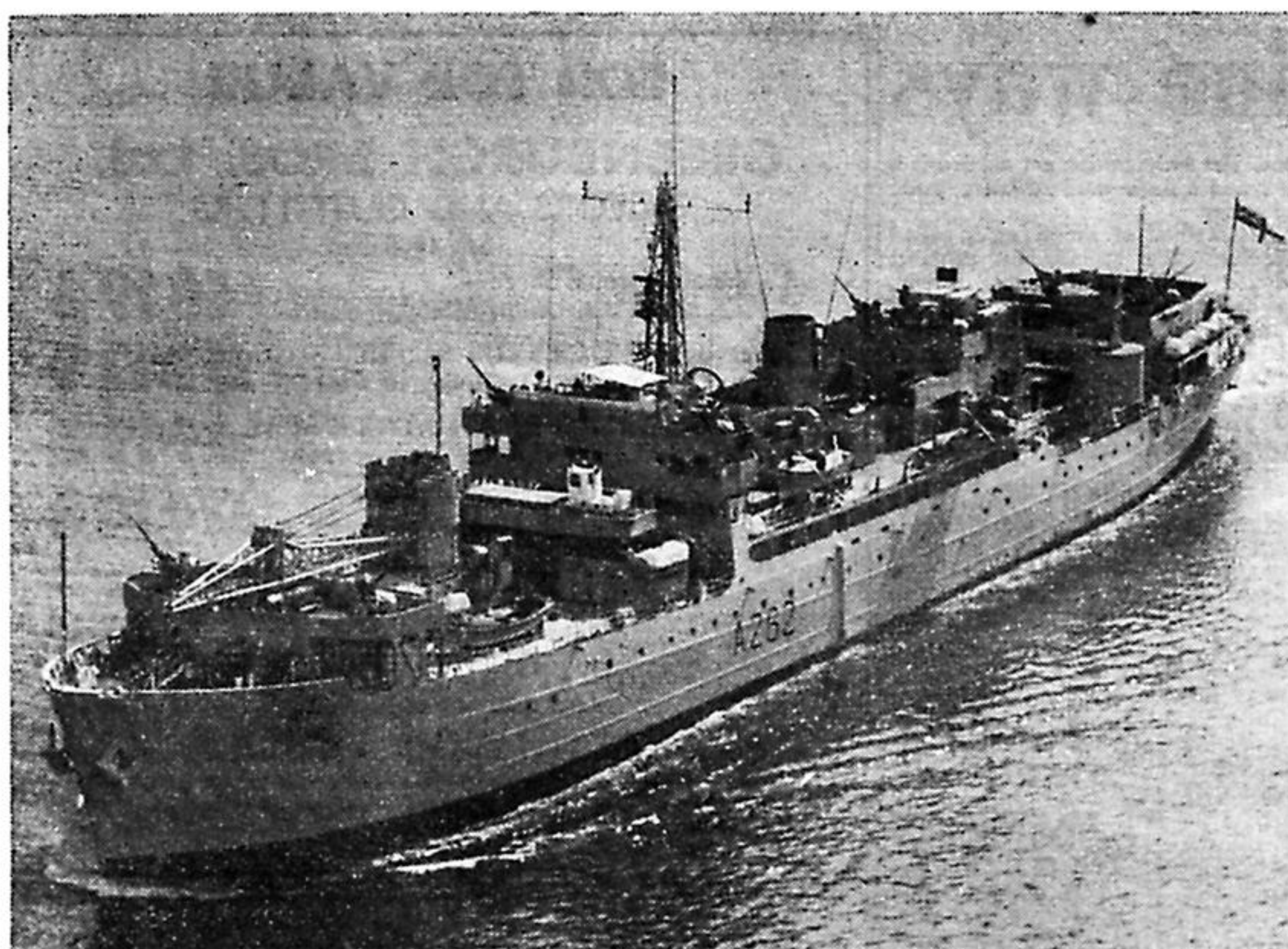
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The Far East Fleet's escort maintenance ship, H.M.S. Hartland Point, 10,200 tons (full load). She is 441 feet in length (overall) and has a complement of about 450 officers and men

## 'Can Do' is the motto of 'The Point'

### A FINE TEAM—AND IT SHOWS

(BY A CORRESPONDENT)

THE official motto of H.M.S. Hartland Point is "Finis Coronat Opus"—The end crowns the work—but the motto could well be the less elegant but abruptly expressive "Can do," for this is the most common signal to emanate from the Far East Fleet's escort maintenance ship. This pidgin-English expression, so well known in the Royal Navy, has been the reply to such demands as "Change a 4.5-inch gun barrel at the rush"; "Open up a change-of-air camp in the highlands of Malaya"; "Send a hundred men to run armed boat patrols in Borneo"; and "Entertain 1,600 under-privileged children on a banyan."

H.M.S. Hartland Point began life 20 years ago on the shores of Canada when she was completed as a maintenance ship for landing ships. Too late to add her bit to the war effort, she lingered for years in Reserve until 1959, when she was modernised at Chatham and sent to the Far East to look after the destroyers and frigates. Now she gets on with the job with extra vigour as if to make up for the idle years of the 50's. Under eagle-eyed Capt. Peter Stewart—remember him as Commander of the Island?—Hartland Point has more than earned her keep during the current commission which began at Singapore in a tropical down-pour on March 1, 1963.

#### MAIN ARMAMENT—MEN

The casual observer might, mistakenly, believe the ship's main armament to be her bristling array of 40-mm. guns—she has more than any other ship in the Fleet!—but in reality the "main armament" is less conventional. It is men. Men who keep up the supply of steam, water and amps; men who strip down and service radar sets, mill brass sleeves, rebuild boats' stems, bend pipes, weld plates, make awnings, rewire directors and even bake bread rolls, pull out bad teeth and cure the "dog."

Indeed, when one says, "Hartland



Capt. P. W. Stewart, R.N.

Point can do," it means, of course, that her officers and ratings can. Lady Luck (or perhaps Commodore, Naval Drafting), commissioned her with as fine a team as ever served together "and it shows." It shows in the letters and signals of thanks from satisfied customers, it shows in fine soccer, rugby and water-polo teams, it shows in general bearing—a Hartland Point man ashore can often be picked out before his cap tally can be read—and it shows in a punishment return so thin that Master-at-Arms Youd even has time to retype the ship's standing orders by himself.

#### 'WE NEVER CLOSED'

The maintenance of the escorts is a continuous task—two at a time normally and for a fortnight each. The escorts get the best of all facilities if they are based alongside Hartland Point, but the essential part of the service is provided wherever the escort is. If Hartland Point and the customer cannot meet, "overside" teams are flown to the port where the escort lies. Even during the ship's own refit, the service remained on the same basis as the Windmill Theatre's war-time record, "We never closed."

The refit, scheduled for three months, lasted nearer seven, thanks to a dockyard strike and some unforeseen defects. But these setbacks were no ill wind for the 80 wives who came out to Singapore at the end of 1963 and who were, in consequence, able to enjoy the regular company of their husbands from Christmas until Easter, when the ship set off for trials and Hong Kong.

The refit also saw a spate of unusual calls on the resources, quite apart from

the many improvisations and calls for help during the strike (cleaning the Asian quarters' drains was a "can do"). The splendid R.N. Training Centre at Fraser's Hill (high in the hills of central Malaya), is a great asset to the Fleet and a monument to Hartland Point's hard work and enterprise. By the end of February, practically all the armed boat patrols in Sabah, Sarawak and Brunei were Hartland Point manned and run.

#### ENTERTAINED 6,000 CHILDREN

Unofficial tasks make an impressive record. Chief among them is the help given to the Hans Andersen Club. Through this organisation Hartland Point has entertained over 6,000 under-privileged children and money donated by the ship's company has also paid for two television sets now installed in hospital wards where there are sick children.

It is not all work and no play in "The Point," though. There was some welcome relaxation in Hong Kong, Penang and Japan in 1963, though "relaxation" is perhaps hardly the best word for the visit to Sasebo involving six days and nights of fun at a space-age pace. Rumour hath it that the Commander (S) beat the world's "no-sleep" record during that time, but was too tired afterwards to claim it.

Alas, 1963 brought its sadness too with the death of a fine shipmate, A.B. Ruston, and the serious injury of another, L.Sea. Moth. Both were involved in a car crash on a wet and treacherous Bukit Timah road. The ship's company gave over £900 to Ruston's widow.

The present year is still young but promises well. On February 1, in brand-new St. Andrew's kirk, the Chaplain, the Rev. John Vass, officiated at the wedding of the year when the Captain's secretary and the Captain's daughter became husband and wife. Well, it's one way of getting on in the Service.

#### A FRIEND AT COURT

The latest call on the ship has a less happy flavour. In March the Captain of the Fleet became indisposed and had to give up his task. The Naval Commander turned—(is it a natural reflex)—to Hartland Point. In losing her captain, the ship has perhaps gained a friend at court, but the situation makes it all the more likely that there will be many more calls on Hartland Point before she hands over her task to Triumph next year. Capt. Stewart knows better than anyone that the response will be the old familiar "Can do."

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### H.M.S. DUCHESS IN AUSTRALIA

H.M.S. Duchess is now in Australia with her Royal Navy ship's company while final arrangements are being made for her hand-over, on loan, to the Royal Australian Navy as a replacement for H.M.A.S. Voyager, tragically lost in February in a collision with the aircraft carrier H.M.A.S. Melbourne.

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PETTY OFFICER'S D.B. DOESKIN SUIT with badges, 36 in. chest, 30 in. waist, 31 in. leg. Perfect condition. £7. 39 Wymering Road, North End, Portsmouth.

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Further information and application forms can be obtained from

The Chief Constable

Admiralty Constabulary, Admiralty  
Empress State Buildings, London, S.W.6

Serving naval personnel should make application through their  
Commanding Officer

## Navy goes to Coronation Street

SUB-LIEUT. D. Davies, R.N., and C.R.S. M. Matthews, members of the Royal Naval Amateur Radio Society, made a call to Coronation Street, Crewe, on April 18, the home of 18-year-old John Hall, paralysed as a result of an accident while serving in the Navy.

The R.N. Amateur Radio Society was told by another "ham," a patient in the Leonard Cheshire Home at Sandbach, that John Hall had become a wireless enthusiast and asking for help over equipment. As a result the two members took him a receiver, which is to be modified for his use by local "hams" who are also helping Hall to achieve his ambition of obtaining a transmitter's licence.

Sub-Lieut. Davies and C.R.S. Matthews are serving in H.M.S. Mercury, where the R.N. Amateur Radio Society has its headquarters. The society has nearly 200 members represented in all the continents of the world.



# Just a minute! — Nine ways to gain strength while sitting

## EXERCISE WITHOUT MOVEMENT

**JUST** a minute, please! That's the length of time it takes to perform all nine of these exercises.

Hold your breath while you do each exercise and do each one for six seconds. Then relax completely for a few seconds before going on to the next exercise.

**Important.**—For the first week apply only about 50 per cent. maximum effort in these push or pull positions—maintaining tension for approximately six seconds only in each position.

For maximum benefit these exer-

cises must be performed each day. Although a single repetition in each position will result in a significant increase in strength for most individuals, several repetitions will improve your muscular endurance and provide an even greater strength increase.

By rigidly adhering to this method of exercising, some individuals have doubled their strength in only 20 weeks. The average increase is between 3 and 5 per cent. per week.

The nine exercises have been designed specifically for office personnel and those in other sedentary occupa-

tions. The only equipment needed is a chair and a desk—and initiative, pride and desire.

This method of exercising is called isometrics—the science of physical exercise without movement. Briefly, it is based on the principle of one set of muscles working against another.

Hold your breath while you do each exercise and, after the first week, be sure to exert full force for six seconds with each, relaxing for a few seconds before going on to the next exercise.

### THE EXERCISES

**Exercise 1—THE PULL-UP** (for arms and shoulders).—Sit straight, grasp the sides of the chair lightly with both hands and pull up as hard as possible.

**Exercise 2—THE HAND PRESS** (for arms, chest, and shoulders).—Sit straight with chest out and arms held across the chest, place one fist inside the other. Press together using all the strength of the arms and the shoulders.

**Exercise 3—THE BACK PULL** (for the back).—Keep back straight and lean forward until you can grasp your legs or braces of chair. Pull straight up using back muscles only.

**Exercise 4—THE NECK PRESSER** (for the neck).—Sitting straight, clasp the hands behind the neck, holding elbows forward. Pull forward with the hands and at the same time press the head backwards.

**Exercise 5—TUMMY TIGHTENER** (for waist and abdomen).—Sitting with legs together straight out, bend forward and grasp the legs just below the knees. Press down with the hands, at the same time press up against the hands with both legs.

**Exercise 6—THE CRISS CROSS** (for chest and legs).—Placing the feet about four inches apart, bend forward and place hands against inside of opposite knees. Attempt to press knees together while at the same time, holding them apart with the hands.

**Exercise 7—THE BODY LIFT** (for shoulders, arms, abdomen).—Keeping the back straight, lean forward and place the hands palms down against the side of the chair. Hold legs straight out, attempt to raise body about one inch off the chair.

**Exercise 8—THE LEG SQUEEZER.**—While sitting forward on the edge of a chair, lean back, hold legs straight out. Hook one foot over the other and hold tightly. Rest feet on floor, keep legs straight, then try to pull the feet apart.

**Exercise 9—THE ARM CURL** (for the upper arms).—Sit straight, grasp the underside of a heavy desk or table with palms up, forearms parallel to desk. Push up as hard as possible.

### ARIEL WINS HOCKEY CUP FOR SECOND TIME

**THE** final of the Navy Cup hockey knock-out competition for 1963-64 was played at Eastney on April 15, and the combination of a first-class ground with fine weather set the scene for the game, which started and continued throughout at a fast and exciting pace.

From the "bully-off," Ariel appeared the more determined, and quickly settled down, Barry scoring their first goal. H.M.S. Thunderer rallied, but missed three first-half opportunities to score, but early in the second half Tonkin scored the equaliser. Ariel's massed defence, however, and more accurate team led to a copybook goal for them by Harvey.

By this time Thunderer was playing better hockey, but the team failed to find its form sufficiently to pull the game in its favour.

However, credit must be given to goalkeeper Camplin, whose fine clearances and save kept Ariel's winning margin to the narrow 2 goals to 1.

Cdre. P. C. C. Wainwright, D.S.C., presented the cup to H.M.S. Ariel, and congratulated both teams on the high standard of play achieved. H.M.S. Ariel is the first establishment to win the Navy Cup, instituted in 1954, for the second time, the first occasion was the 1958-59 season. H.M.S. Ariel, 2; H.M.S. Thunderer, 1.

Rear-Admiral I. L. T. Hogg, D.S.C. and Bar. Flag Officer, Medway, attends the meeting of the Chatham branch of the Royal Naval Association on May 28.

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